

GREENWAY GOVERNMENT DEFICIT
\$997,837.79.

PROVINCIAL
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MANITOBA

RECORD

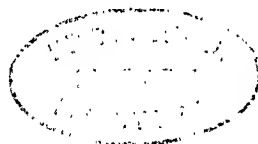
OF

ROBLIN GOVERNMENT

AND

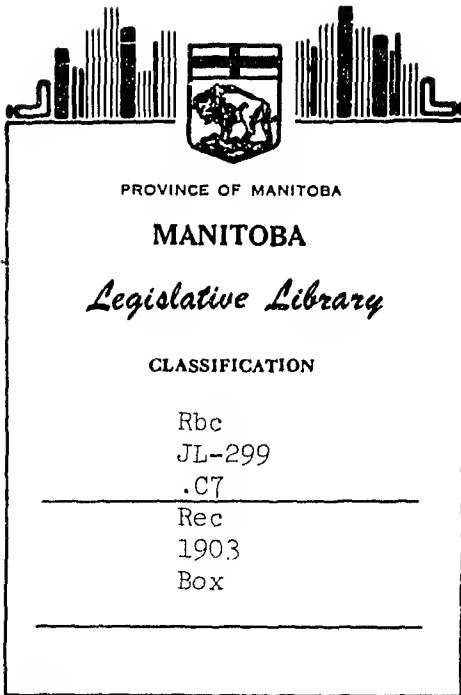
GREENWAYISM

DISCLOSED.



ROBLIN GOVERNMENT SURPLUS
\$317,830.12.

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1903
Box



MG-6025



THE record of the present local Conservative Government, which the people of the Province placed in office three and one-half years ago, is one to be justly proud of.

There has been substituted, for the misrule, mal-administration and deception of the Greenway era, a broad, fair and intelligent policy for the promotion and advancement of the Province and furthering the conditions of the people. Deficits have been replaced by surpluses; deception by candor.

The object of the contents of this pamphlet is to truthfully and briefly set forth the record and accomplishments of the present Government during its term of office, and to contrast same with the acts and deeds of the Greenway Government.

CONSERVATIVE PLATFORM, 1899.

1. That the alarming condition of the finances of the Province demands the introduction of such economical methods of administration as will re-establish the equilibrium between receipts and expenditures.

2. That the number of Cabinet Ministers be reduced to three, and that two Ministers without portfolio be added to the Cabinet for the purpose of consultation.

3. That the indemnity of members be reduced to \$400.

4. That the present iniquitous franchise law be repealed, and that an equitable Act, based on the principles of manhood suffrage and one man one vote, be enacted.

5. That the alien law be strictly enforced.

6. The encouragement of an immigration policy that will secure to the Province her portion of a desirable class of European immigrants, as well as those from the older Provinces of Canada and the United States, but regret the wholesale importation of undesirable immigrants from Southern Europe.

7. That the affairs of the Province be administered on business-like principles, without regard to political considerations, especially in so far as our educational system is concerned, which should be absolutely freed from party politics by the establishment of an independent board of education.

8. That the Province have control of the School lands and the proceeds of the sales of all lands that have been sold or will be sold in the near future, to be used only for the purpose of supplementing the ordinary school grant as given from year to year.

9. That the proper administration of justice, including the appointment of justices of the peace, commissioners in B.R. and other officers of justice, be from representative men, independent of politics.

10. That the Province, providing its revenue is sufficient for the purposes, establish and maintain an agricultural college, also a technical school at which mechanics and others may receive practical training.

11. The adoption of the principle of government ownership of railways, in so far as the circumstances of the Province will admit, and the adoption of the principle that no bonuses should be granted to any railway company which does not give the Government of the Province the control of rates over line bonded, together with the option of purchase.

12. That the demand be made for the transfer of all Crown lands, within the boundaries of Manitoba, to the Province.

13. That aid be granted to municipalities, by way of guarantee of interest upon debentures, when required.

14. Equal rights to all.

15. That an Act be passed for compensation for injuries received by workmen in their usual employment.

16. That the boundaries of the Province be extended northward to the Hudson Bay.

17. That the Province assume control and administration of the fisheries of this Province.

18. That a line of railway be constructed to Hudson Bay.

19. That a measure be adopted to give effect to the will of the people regarding prohibition of the liquor traffic, which measure should go as far in the direction of prohibition as the powers of the Province will allow.

FINANCES.

ROYAL COMMISSION.

Upon the formation of the Government of Mr. Hugh John Macdonald, in January, 1900, attention was first given to the financial position of the Province, and it required but a short time to ascertain that the Greenway Government left no inconsiderable legacy in the form of outstanding school grants and unpaid accounts in the several Departments of the Government, and was guilty of other irregularities. Very properly a commission was appointed—

(1) To audit, investigate and report on the finances and management of the several Departments of the Government of this Province, and also to further report—

(2) As to the methods of book-keeping employed, with a view to simplification thereof; and

(3) As to whether the statements made by the Provincial Treasurer for the years 1888-1899, inclusive, were full, clear and complete; and

(4) As to the correctness of the annual balance sheet submitted to the Legislature during the said years 1888-1899, inclusive; and

(5) As to the character of the investments in which any of the funds belonging to this Province had been made; and

(6) As to the character of the expenditures made in any of the Departments of the Government during said years 1888-1899, inclusive; and

(7) As to the assets and liabilities of the Province.

This Commission, after an exhaustive investigation, reported amongst other things—

(1) That the statement prepared by the Treasury Department, as to the financial position of the Province as at 16th of January, 1888, was incorrect and misleading, as it was not full and complete, and was evidently signed by the Auditor without making sufficient investigation.

(2) That, in connection with the Treasury Department, it had been the custom to withdraw the education grant at the end of the fiscal year, in order to prevent it from lapsing, and to place it to the credit of one or more Ministers, instead of applying in the regular way for a re-vote, the particulars of the expenditure not subsequently appearing in the Public Accounts.

(3) That a direct liability was incurred in connection with Drainage District No. 1 and no record kept in the books of the Department. Payments were made to a contractor out of this loan without the signature of the Auditor and before vouchers had been passed by him. This liability was subsequently satisfied.

(4) Railway debentures for large amounts were guaranteed and handed over to the agents of the contractors without the authority of an Order-in-Council.

(5) That accountable vouchers were passed by the Auditor for various purposes, although no authority, by statute, existed for the same, except in the case of progressive estimates; and in a number of instances statements accounting for same were not forthcoming.

(6) That no proper audit had been made of the receipts of moneys, to see that all were entered in the cash books of the several Departments.

(7) That the management of the Public Works Department appeared to have been conducted in an unbusinesslike manner and without due regard to the public interest, as instanced in the overpayment of a large amount to a contractor, and later in the recommendation to refund the amount held as security for the work, the contractor being at the time largely indebted to the Province.

(8) That a voucher was issued for an advance on a contractor's plant, amounting to \$20,000, on the 8th day of August, 1898, although the contract was not signed until the 22nd of the same month, and the Order-in-Council accepting tender was not passed until October 1st, 1898.

(9) That the affairs of the Provincial Lands Department had not received the necessary attention that they should have, and in consequence payments due the Province were allowed to fall in arrears and the property sold for taxes.

(10) That the practice adopted, of including under one heading of receipts and expenditure all revenue and trust moneys, as also the statements of debit and credit balances, did not convey a clear understanding of the actual financial situation of the Province at the end of the different financial years.

Greenway Government Deficit December 31st, 1899.

The Commission reported the same to be as follows:—

Cash Deficit—

Imperial Bank, overdraft	\$76036 77	
Provincial Government, Trust Account . .	15485 75	
		\$91522 52

Sundry Accounts—

Dept. of Public Works	\$23674 76	
“ Attorney-General	7530 00	
“ Education	64476 69	
“ Agriculture and Immigration . .	14938 08	
“ Executive Council	15955 16	
“ Treasury	7002 76	
“ Drainage Districts	18537 79	
“ Provincial Lands	4058 95	
“ Internal Economy	439 69	
		156613 88
		\$248136 40

The foregoing report of the Royal Commission is what Mr Greenway describes as a certificate of character to himself. Save the mark!!!

Incorrect and misleading statements! Improper dealing with educational grant! Payments without signature of Auditor! Railway debentures handed over without authority! Illegal accountable vouchers! No proper audit of the several Departments! Gross mismanagement of the Public Works and Lands Departments! A deficit of \$248,136.40!

That Alleged \$315,000 Norquay Deficit.

During the term of the Greenway Government it was the custom from time to time, in order to cover up deficits and to account for the expenditure of two and a half millions borrowed on the credit of the Province, to refer to the Norquay Government deficit of \$315,000. This never, in fact, existed, as the assets which the Norquay Government should have been credited with were not credited, and practically the whole amount to cover the so-called deficit was realized in one year, and every dollar was collected shortly after the assumption of office by the Greenway Government. This mis-statement was first made by Mr. Jones, Provincial Treasurer in 1888, and repeated by his successor. Its correctness being questioned, a certificate was obtained from the Provincial Auditor by improper means, verifying that the Norquay deficit stated did in fact exist. The statement certified to by the Auditor was inquired into by the Royal Commission, who reported the same "to be misleading, as it was not full and complete, and was evidently signed by the Auditor without making sufficient investigation."

How Mr. Black, Provincial Auditor, Came to Certify to Norquay Deficit Statement.

FROM EVIDENCE BEFORE ROYAL COMMISSION.

Q.—This is a statement of the assets of the Province of Manitoba as at the 16th day of January, 1888. The capital account, as admitted by the Dominion Government, is stated. Are you able to give us the figures or say if that amount is correct, as shown here? A.—I suppose that is correct, but as far as this is concerned I have never had anything to do with these matters. You will find, if you look in the public accounts of the Dominion, that the Auditor-General has nothing to do with these statements. That part of the work belongs to the financial department. The appropriation of accounts are his particular charge.

Q.—Have you any statement of the assets and liabilities of that time, as of the 16th day of January, 1888? A.—No.

Q.—You prepared some statements, did you not, at that time as to the assets of the Province? A.—No; I never prepared a statement of that nature at all.

Q.—Did you ever make a statement as to the amount of liabilities on the 16th January, 1888? A.—I certified to a statement. It did not emanate from my office. It was a statement prepared in the Treasury Department, and I certified to it.

Q.—With regard to what? A.—With regard to the subject you have in your mind now, as to the liabilities of \$315,000.

Q.—This is a copy of that statement? A.—I think I have a copy of it in my office, but I did not retain a copy of it at that time. I got a copy subsequently. I simply signed it, and it went away from me.

Q.—You were satisfied that it was correct? A.—It appeared by the evidence produced at the time that it was a correct statement.

Q.—That statement shows a balance of liabilities of \$315,000, which had to be provided for, I understand? A.—Yes.

Q.—And you believed that that was the amount at that time? A.—Yes.

Q.—You did not prepare the statement, you simply verified it? A.—Yes.

Q.—Do you know by whom it was prepared? A.—It was prepared in the Treasury Department by Mr. Ptolemy, and I was asked to certify to it.

Q.—That it was correct? A.—Yes.

Q.—Did you take any steps to ascertain that it was correct? A.—I did not go into the matter very thoroughly at all.

Q.—How was it that you came to certify to it, will you tell us the circumstances? A.—Well, I do not remember them very distinctly just now, but, if I remember rightly now, there were some statements shown to me to prove the correctness of each item, and on the strength of that I certified to it.

The Chairman—The statement was prepared by Mr. Ptolemy, was it? A.—Yes.

Mr. Halse—Can you tell us how that statement was made up, Mr. Black? A.—I could not from memory. I know there was a balance of \$315,000 of Consolidated Revenue, but I could not tell you particulars from memory at all. I would simply have to look at the documents.

Q.—That was simply a statement of liabilities? A.—Yes.

Q.—You did not set-off against that the statement of assets? A.—No; I was not asked for any statement of assets.

Q.—That was simply a statement of liabilities? A.—Yes.

Q.—Had you ever prepared a statement of assets and liabilities of the Province at that time? A.—No; I have never prepared a statement of assets and liabilities since I came into the service.

Q.—Why was it you were in that position to certify to that statement as to the shortage that time? A.—Well, the statement was laid before me and the items explained, and on the strength of that explanation I certified to it.

Q.—You did not take the trouble to go in and satisfy yourself that that was a correct statement? A.—I did not make a thorough investigation.

Q.—You were asked to make that statement, were you, Mr. Black? A.—Yes; at least, I was asked to certify to it.

Q.—But you had nothing in your own office to enable you to certify to its being correct? A.—No. The only thing that I could verify from the books of my office would be the vouchers paid in 1888, after the 16th of January, for services during the year 1887.

Q.—That is the payments out? A.—Yes. There was some \$26,000, I think it was, in round figures, and that is the only item that I could have verified from the books of my office.

Q.—So far as the trust funds were concerned, you were not in a position to verify them? A.—No. I accepted the explanation I got from the Treasury Department.

Q.—In fact, out of this \$315,000 the only item you could certify was the \$26,000 one? A.—That was the only one I could verify from the books out of my office.

Q.—As against that statement you did not deduct the amount which was subsequently received as a set-off against these amounts of liability? A.—I did not.

Q.—Or the Red River Valley Railway, \$163,402, which came into the hands of the Government as an asset? A.—Of course, that came in a considerable time after that statement was certified to.

Q.—This amount was received by the Local Government in 1890, and you were in a position to certify that that statement at that time was correct, that \$315,000 shortage? A.—Only as I said before. The only part I could verify by the books of my office was the \$26,000 of outstanding accounts that had not been paid.

Q.—How was it, Mr. Black, you made this statement as Auditor? A.—Well, as I said before, I did not investigate the matter very thoroughly, not so thoroughly as I should have done, I confess. I had no idea of the use that was going to be made of that statement at the time I signed it. I never thought it would go outside the office, sir.

Q.—Then the statement was obtained from you and was used in a different way from what you expected? A.—Oh, yes; I never thought it was to be used in that way. I think it was a most unfair thing to get an official to certify to a statement and then use it for political purposes, as has been done.

Q.—Was there any explanation given to you for what purpose this was wanted when you signed it? A.—No, not a word.

W. J. Ptolemy, chief clerk in the Treasury Department, said: Mr. Greenway, having made the statement that there was a \$315,000 cash deficit, that was all that Mr. Jones, the then Provincial Treasurer, was interested in. It was he who had this (\$315,000) statement prepared. All that he was interested in was in seeing that there was enough to make that amount up.

The Chairman.—To make good the statement of Mr. Greenway, which you refer to? A.—To make good the statement of Mr. Greenway.

Disposition of Greenway Government Loans of \$2,500,000.

The following extract from the last budget speech of the Hon. Mr. Davidson, shows fully the method adopted by the Greenway government in the compilation of statements of the finances of the Province.

Mr. Davidson said:—"Now I want to get back to a statement of the condition of the finances of the Province as we found them when we came into power. A great deal of talk has been indulged in by our friends opposite, and the press which reports their speeches, all depending on what they claim was the condition. The following statement was made, I believe, and purports to account for the disposition of the proceeds of the Greenway government loan:

Railway bonuses	\$ 839,147.87
Public buildings	447,662.92
M. & N. W. Ry., and H. B. Ry.	732,669.32
Norquay deficit	315,000.00
Cash on hand	141,815.31
	<hr/>
	\$2,496,295.42

"I will wipe out the item of \$315,000 from the statement of the late Treasurer, because it never had any existence.

"As to the railway bonuses, those were expenditures made by the gentlemen opposite for the introduction and extension of railways, and I find that there was paid on account of the M. & N. W. Ry. by the late Government only the sum of \$273,207.82. A larger amount than that is shown on the books, but the sum of \$61,252.11 had been paid prior to the late Government taking office. The Winnipeg & Hudson's Bay Ry. received \$100,962.86, and the M. & S. W. Col. Ry. \$18,449.46. The latter amount, however, was only a temporary loan, being repaid very shortly afterwards. This makes the correct statement as follows:—

M. & N. W. Ry., and H. B. Ry.	\$414,170.68
Railway bonuses	744,149.70
Public buildings	447,662.92
Cash	141,815.31

A DEFICIT OF A MILLION.

"The net proceeds of the loan, as claimed by the late Treasurer, was \$2,496,600, which leaves a balance of \$748,801.89 of a deficit in that connection. Add to this the actual cash deficit of \$248,186.40 and we have a total deficit of \$997,837.79.

"Now, as you will see by the figures given above, there is just about a round million of dollars unaccounted for, which is the aggregate of the deficits of the Greenway Government during their term of office.

"We have now got to the place where we wanted to start from, and that is, what the condition of the finances was at the time we took charge of the affairs of the Province. I have gone to this trouble to show that the statements made by the late Treasurer were erroneous."

The foregoing statement of Mr. Davidson has never been and cannot be successfully controverted.

The figures are startling. A deficit of a million during Mr. Greenway's term of office.

Deficit Changed to Surplus.

At the close of 1902, the surplus of the Roblin Government for the year was \$289,686.34, made up as follows:—

Total Consolidated Revenue Expenditure \$1,248,128.31

Less exceptional payments as follows:—

C. P. R. for Snowflake, Was-

kada and MacGregor . . . \$75,000.00

Town of Nelson 13,050.00

Railway aid bonuses 6,508.69

94,558.69

Net expenditure \$1,153,569.62

Net revenue 1,443,255.96

Surplus \$ 289,686.34

Receipts and Expenditures of the Roblin Government for Years 1900, 1901 and 1902, Showing a Surplus of \$317,830.12 at End of 1902.

CONSOLIDATED REVENUE ACCOUNT.		RECEIPTS.
1900. Expenditure	\$1,085,405.31	\$905,331.06
Less 1899 accounts. . . .	156,613.88	
	<u>\$928,791.43</u>	
1901. Expenditure	\$ 988,250.63	1,008,653.35
1902. Expenditure	1,243,128.31	1,443,255.96
	<u>\$3,165,170.37</u>	
Less amount paid out of		
Loan	125,159.83	
	<u>\$3,040,010.54</u>	<u>\$3,357,240.37</u>
Balance of receipts over		
expenditure	317,229.83	
	<u>\$3,357,240.37</u>	<u>\$3,357,240.37</u>

LEDGER ACCOUNTS.

1900. Receipts	\$549,851.86	
Less debenture loan	500,000.00	
	<u>\$49,851.86</u>	
Expenditures	87,618.30	
	<u>\$ 37,766.44</u>	
1901. Receipts	65,828.02	
Expenditures	134,064.82	
	<u>68,236.80</u>	
1902. Receipts	85,895.28	
Expenditures	109,095.81	
	<u>23,200.53</u>	
Additional ledger assets	129,203.77	
Less item of 1898-99, journalized in 1900..	2,500.00	
	<u>126,703.77</u>	
Net additional ledger assets		126,703.77
The 500,000.00 loan paid:—		
Deficit of old Government	248,136.40	
Additional ledger assets	126,703.77	
Railway aid, etc., treated as Con. Rev. expenses	125,159.83	
	<u>\$500,000.00</u>	
Con. Rev. cash now on hand:—		
Balance of receipts over expenditures..	\$317,229.83	
Cash on hand in safe at Dec. 31st, 1902	600.29	
	<u>\$317,830.12</u>	
Surplus		

Disposition of the \$500,000 Loan by the Roblin Government.

The present Government, in order to fulfil its promises to introduce a financial policy to meet the requirements of the Province, without continuing the annual Greenway Government deficits, and for the purpose of wiping out the deficit found on the assumption of office, borrowed on debentures of the Province the sum of \$500,000. The disposition made of this sum is as follows:—

Deficit of the Greenway Government	\$248,136.40	
Expenditure on buildings in 1900	\$22,064.20	
Expenditure on buildings in 1901	32,747.93	
Expenditure on buildings in 1902	26,551.06	
	<u>81,363.19</u>	

Foundation, Government buildings		14,772.86
Railway aid to N. P. Ry. re Souris branch..	7,775.25	
Railway aid to C. P. Ry. re Snowflake, Was- koda and MacGregor branches	75,000.00	
	<hr/>	82,775.25
Railway aid bonuses paid in 1900	12,198.69	
Railway aid bonuses paid in 1901	29,970.69	
Railway aid bonuses paid in 1902	6,508.69	
	<hr/>	48,678.07
Town of Emerson, debenture int. paid, 1900	3,136.50	
Town of Emerson, debenture int. paid, 1901	3,136.50	
Town of Emerson, debenture int. paid, 1902	3,136.50	
	<hr/>	9,409.50
Municipality of Stanley re Town of Nelson..		3,000.00
Town of Minnedosa, purchase of debentures..	9,089.30	
Int. amount owing Dec. 31st, 1902..	\$4,127.75	
Int. amount owing Dec. 31st, 1899..	1,938.00	
	<hr/>	2,189.75
	<hr/>	11,279.05
D. D. No. 1, interest account, amount owing Dec. 31st, 1902	19,250.66	
Less amount owing Dec. 31st, 1899	14,625.44	
	<hr/>	4,625.22
D. D. No. 2, interest account, amount owing Dec. 31st, 1902	4,949.60	
Less amount owing Dec. 31st, 1899	1,089.90	
	<hr/>	3,859.70
Survey fees of 10c. per acre on M. & N. W. Ry. lands		\$ 21,780.78
Seed grain loans, 1901, balance still owing..		19,909.77
		<hr/>
		\$549,289.79

LESS

School debentures	370.00
Loans to municipalities, 1899, amount owing Dec. 31st, 1899. \$	4,927.55
Loans to municipalities, amount owing Dec. 31st, 1902	2,916.96
	<hr/>
	2,010.59
Loans, 1890, amount owing Dec. 31st, 1899	23,569.62
Loans, amount owing Dec. 31st, 1902	12,403.59
	<hr/>
	11,166.03

Loans, 1894, amount owing Dec. 31st, 1899	4,355.33	
Loans, amount owing Dec. 31st, 1902	1,553.48	
	<hr/>	2,801.85
Loans, creameries, etc., owing Dec. 31st, 1899	10,707.34	
Loans, amount owing Dec. 31st, 1902	9,057.90	
	<hr/>	1,649.44
Old trails survey		190.00
		<hr/>
		17,817.01
	<hr/>	<hr/>
		\$531,471.88

Assets and Liabilities.

The following is a statement of the assets and liabilities of the Province, showing a surplus of assets of \$25,661,702.17:—

DIRECT ASSETS.

Dominion Government, Capital and Interest Account.	\$ 3,907,801.23
Dominion School Lands Fund Acct., June 31st, 1902.	708,418.35
Loans, advances, etc.	137,810.62
Public buildings, furnishings, etc.	876,665.72
Cash on hand	317,830.22
Provincial lands	23,753,190.35
Total assets	\$29,701,715.49

Note.—The item of Provincial lands is estimated as follows:—

Vested in Province	1,127,298 acres
Estimated acreage yet to be transferred by Dominion	6,282,702 acres

Total	7,410,000 acres
7,410,000 acres at \$3.00 per acre	\$22,230,000.00
Deferred payments, and interest on same	1,523,199.35
Total	<u>\$23,753,199.35</u>

DIRECT LIABILITIES.

Provincial Debentures—

Series A	\$ 787,426.67	
Series C	255,986.66	
Series E	1,498,933.33	
Series F	997,666.66	
Series G	500,000.00	
	<hr/>	
		4,040,013.32
Surplus		\$25,661,702.17

TREASURY ASSETS.

Cash	\$ 317,830.22
Ledger assets	137,810.35
Deferred payments on land	1,523,199.25
	<hr/>
Total	\$1,978,839.82

GRANTS TO THE PEOPLE.

The following statement shows the grants made to the people out of public moneys for the three years, 1897, 1898, 1899 (Greenway Government), and 1900, 1901 and 1902 (Roblin Government):—

GREENWAY GOVERNMENT.

Object.	1897.	1898.	1899.
Riflo Association	\$ 250.00	\$ 500.00	\$ 250.00
Historical Society	250.00	250.00	250.00
Railway Bonuses	12,198.69	12,198.69	12,198.69
Schools	180,088.88	201,557.81	148,483.24
Manitoba University	3,500.00	4,250.00	3,500.00
Agricultural Societies	15,561.28	13,865.14	14,245.10
Farmers' Institutes	2,002.13	1,826.28	1,590.25
Dairy Association	89.80	200.00	200.00
Stock Breeders' Association	300.00	300.00	400.00
Poultry Association	350.00	350.00	350.00
Brandon Hospital	4,251.00	4,882.31	3,508.88
Brandon Agricultural Society	500.00	.....	.....
Children's Home	500.00	500.00	500.00
Girls' Home of Welcome	500.00	.....	500.00
India Famine	2,000.00	.....	.....
Morden Hospital	1,482.00	1,288.12	1,369.13
Prisoners' Aid	100.00	125.00	150.00
St. Boniface Hospital	11,269.12	10,308.93	12,752.63
St. Boniface Orphanage	500.00	500.00	500.00
Winnipeg General Hospital	14,717.63	15,150.20	16,218.75
Women's Home	250.00	250.00	250.00
Winnipeg Exhibition	3,500.00	3,500.00	4,000.00
Brandon Exhibition	2,000.00	2,000.00	4,000.00
Prairie Fire Relief	4,388.47	4,005.86	.....
Westminster Relief . . . . .	.....	1,000.00	.....
Horticultural Society . . . . .	.....	100.00	200.00
Salvation Army . . . . .	.....	250.00	250.00
Children's Aid Society . . . . .	.....	.....	1,000.00
Transvaal Relief . . . . .	.....	.....	.....
Manitowish Agricultural Society . . . . .	.....	.....	.....
Portage la Prairie Hospital . . . . .	.....	.....	.....
Sisters of Mercy . . . . .	.....	.....	.....
Dominion Teachers' Ass'n . . . . .	.....	.....	.....
Rockwood Agricultural Soc'y . . . . .	.....	.....	.....
Sheep & Swine Association . . . . .	.....	.....	.....
Horse Breeders' Association . . . . .	.....	.....	.....
Portage la Prairie Ag. Soc'y . . . . .	.....	.....	.....

Dauphin Hospital .. .. .	.....	.....	.....
Shoal Lake Hospital ... ..	.....	.....	.....
St. Joseph's Orphanage .....	.....	.....	.....
Foundling Children's Home. ....	.....	.....	.....
Town of Nelson.. .. .	.....	.....	.....
Darlingford School District. ....	.....	.....	.....
Hamiota Agricultural Society .....	.....	.....	.....
Re Brandon Ct. H. & G....	.....	2,800.00	2,800.00
	<hr/>	<hr/>	<hr/>
	\$260,549.00	\$281,938.34	\$229,466.67

ROHLIN GOVERNMENT.

Object.	1900.	1901.	1902.
Rifle Association.. . . . \$	250.00	\$ 350.00	\$ 350.00
Historical Society	250.00	250.00	250.00
Railway Bonuses	12,198.69	29,970.69	6,508.69
Schools	257,740.15	152,897.54	275,756.23
Manitoba University.. . . .	6,000.00	6,000.00	6,000.00
Agricultural Societies and Farmers' Institutes	15,977.83	16,630.68	16,755.58
Dairy Association	200.00	200.00	200.00
Stock Breeders' Association.	200.00	200.00	200.00
Poultry Association.. . . .	350.00	350.00	500.00
Brandon Hospital	4,068.75	4,308.75	3,922.50
Brandon Agricultural Soc'y.	.....	.....	.....
Children's Home.. . . .	500.00	1,500.00	500.00
Girls' Home of Welcome...	500.00	500.00	300.00
India Famine .. . . .	.....	.....	.....
Morden Hospital	1,499.25	1,128.75	790.12
Prisoners' Aid	150.00	300.00	300.00
St. Boniface Hospital	15,913.50	17,411.38	19,227.37
St. Boniface Orphanage ...	500.00	500.00	500.00
Winnipeg General Hospital.	18,411.38	25,093.88	19,227.37
Women's Home	350.00	400.00	200.00
Winnipeg Exhibition	4,000.00	5,500.00	5,500.00
Brandon Exhibition	4,000.00	2,750.00	2,750.00
Prairie Fire Relief .. . . .	.....	.....	.....
Westminster Relief .. . . .	.....	.....	.....
Horticultural Society	200.00	200.00	200.00
Salvation Army.. . . .	250.00	400.00	400.00
Children's Aid Society.. . .	500.00	500.00	750.00
Transvaal Relief.. . . .	350.00	.....	.....
Manitou Agricultural Society	300.00	.....	.....
Portage la Prairie Hospital.	1,409.13	1,290.38	2,240.00
Sisters of Mercy.. . . .	1,109.63	3,091.88	3,056.62
Dominion Teachers' Ass'n...	100.00	100.00	100.00
Rockwood Agricultural Soc'y	.....	72.00	.....
Sheep & Swine Association..	.....	400.00	200.00

Horse Breeders' Association.	400.00	200.00
Portage la Prairie Ag. Soc'y	2,000.00	500.00
Dauphin Hospital	435.00	2,428.50
Shoal Lake Hospital	57.00	325.50
St. Joseph's Orphanage	1,000.00	500.00
Foundling Children's Home.	250.00	250.00
Town of Nelson... ..	.....	13,050.00
Darlingford School District. ....	.....	1,000.00
Hamiota Agricultural Society .....	.....	500.00
Re Brandon Ct. H. & G... ..	2,800.00	2,800.00
	<hr/>	<hr/>
	\$356,690.81	\$272,555.43
		\$387,145.61

The Greenway Government paid out as grants in 1897, 1898, 1899	\$ 771,954.01
The present Government paid out as grants in 1900, 1901, 1902	1,016,391.85
An excess in favor of the present Government of .. .	244,437.84
Or an annual difference of .. .	81,479.28
For schools alone the present Government paid out dur- ing the years 1900, 1901, 1902	686,393.92

The figures are taken from the Public Accounts, and can be readily verified.

School Grants.

GREENWAY GOVERNMENT.

Year.	Amount.
1897	\$180,088.88
1898	201,557.81
1899	148,483.24
	<hr/>
	\$530,129.93

ROBLIN GOVERNMENT.

Year.	Amount.
1900	\$257,740.15
1901	152,897.54
1902	275,756.23
	<hr/>
	\$686,393.92

An excess in favor of the Roblin Government of \$156,263.99, or over \$52,000.00 a year for the three years.

COMPARATIVE STATEMENT OF WHAT REVENUE WAS DEVOTED TO SCHOOLS.

Greenway Government

Year.	Revenue.	Grants to Schools.
1897	\$ 683,705.67	\$180,088.88
1898	936,603.61	201,557.81
1899	776,233.85	148,483.24
	<hr/>	<hr/>
	\$2,396,543.13	\$530,129.93

Roblin Government.

1900	\$1,008,653.35	\$257,740.15
1901	905,331.06	152,897.54
1902	1,443,255.96	275,756.23
	<hr/>	<hr/>
	\$3,357,240.37	\$686,393.92

Greenway Government—²²~~12½~~ per cent. Roblin Government—24 per cent.

Comparative Statement of Aid to Bridges During the Years 1897, 1898, 1899, 1900, 1901, 1902.

Greenway Government.

Amount expended in 1897	\$10,445.57
Amount expended in 1898	11,745.16
Amount expended in 1899	10,407.27
	<hr/>
	\$32,598.00

Roblin Government.

Amount expended in 1900	\$23,058.83
Amount expended in 1901	10,331.26
Amount expended in 1902	8,630.17
	<hr/>
	\$42,020.26

Difference in favor of years 1900, 1901, 1902.. \$9,422.26

“In Four Years More,” if Conservative Policy Followed, Sufficient Surplus to Wipe Off Bonded Debt of Province.

EXTRACT FROM 1903 BUDGET SPEECH OF PROVINCIAL TREASURER.

“I have no hesitation in saying, in view of these statements and figures, that if the Conservative financial policy is followed for the next four years, whoever occupies this position will be able to show a sufficient surplus *to wipe out the bonded indebtedness of the Province.*”

WHAT BECOMES OF THE PUBLIC MONEYS.

Estimated revenue—1903	<hr/>
	\$1,415,327.06

GRANTS.

Manitoba Rifle Association	\$ 350.00
Historical and Scientific Society	250.00
Aid re Railway Bonuses	4,659.19
Schools	300,000.00
Manitoba University	6,000.00
Dominion Teachers' Association	300.00
Agricultural Societies and Farmers' Inst's.	18,500.00
Dairy Association	200.00
Cattle Breeders' Association	200.00
Sheep & Swine Breeders' Association	200.00
Horse Breeders' Association	200.00
Poultry Association	200.00
Western Horticultural Society	200.00
Brandon Horticultural Society	100.00
Western Agricultural Society	289.37
Norfolk Agricultural Society	500.00
Souris Agricultural Society	500.00
Glenwood Agricultural Society	200.00
Hartney Agricultural Society	200.00
Portage la Prairie Agricultural Society	1,000.00
Southern Manitoba Ag. & Arts Ass'n	2,000.00
North-West Ag. & Arts Ass'n	3,000.00
Winnipeg Industrial Exhibition	5,500.00
Brandon Industrial Exhibition	2,750.00
Winnipeg General Hospital	19,465.50
Winnipeg General Hospital (bldg. grant)	25,000.00
St. Boniface Hospital	17,894.63
Portage la Prairie Hospital	1,625.25
Brandon Hospital	4,149.00
Carberry Hospital	384.10
Dauphin Hospital	1,450.13
Souris Hospital	250.13
Morden Hospital	1,540.50
Shoal Lake Hospital	444.75
Sisters of Mercy	3,109.50
Children's Home	500.00
Salvation Army	400.00
St. Boniface Orphanage	500.00
St. Joseph's Orphanage	500.00
Children's Aid Society	500.00
Women's Home	200.00
Girls' Home of Welcome	200.00
Queen's Memorial	15,000.00
Immigration	25,000.00
Municipal aid to bridges, etc.	75,000.00
Agricultural College	75,000.00

\$629,002.05

PUBLIC INSTITUTIONS.

Maintenance, Selkirk Asylum	\$49,105.00	
Maintenance, Brandon Asylum	53,370.00	
Maintenance, Deaf and Dumb Institute....	18,250.00	
Maintenance, Home for Incurables	20,895.00	
	<hr/>	141,620.00
		<hr/>
		\$770,622.05

INTEREST ON PUBLIC DEBT.

Provincial debentures	\$188,500.00	
S.-W. Col. Ry. debentures	45,500.00	
	<hr/>	234,000.00
		<hr/>
		\$1,004,622.05

Over 44% of revenue for grants, about 10% of revenue for public institutions, about 16% of revenue for paying interest on debt; or, 70% goes to three purposes, viz., grants, public institutions and to pay interest on the public debt.

WHAT BECOMES OF THE BALANCE—\$410,705.01?

Maintaining Land Titles offices; forced litigation with Dominion Government; voters' lists; revision of Statutes; diseases of animals; noxious weeds inspection; dairy instruction; vital statistics, protection of game, etc.; Courts, gaols, police magistrates, police and administration of justice; maintaining Government House; 3% of railway earnings to municipalities; capital expended on public institutions and buildings; legislation, salaries of employees, etc.

DEBENTURES OF THE PROVINCE ISSUED AND NOW OUTSTANDING.

Purpose of Issue.	Date of Issue.	When Due.	Value in Currency.	Interest.
M. & N. W. R. Co. Aid.....	July 2, 1885	July 1st, 1910	\$ 787,426.67	5 per cent.
M. S. W. Col. Ry. Co. Aid.....	" 2, 1885	" 1st, 1910	899,846.66	"
Ind. Bay R. Co. Aid.....	Nov. 1, 1886	" 1st, 1910	255,986.66	"
Public Expenditure.....	May 1, 1888	" 1st, 1923	1,498,983.33	"
" ".....	Dec. 30, 1893	Nov. 1st, 1928	997,666.66	"
" ".....	Nov. 1, 1899	" 1st, 1930	200,000.00	"
" ".....	" 1, 1899	" 1st, 1930	300,000.00	"
Can. Nor. Ry. Co. Aid (Minnesota Section)	Oct. 1, 1900	Oct. 1st, 1930	349,000.00	"
			\$5,288,859.98	

STATEMENT OF GUARANTEES GIVEN BY THE PROVINCE.

To Whom Guarantee Was Given.	Purpose.	When Due.	Amount.	Interest.	Nature of Guarantee.
Town of Emerson.....	Extinction of Old Liability	Feb. 1, 1910	\$ 105,000.00	3 per cent.	Interest only.
" Minnedosa.....	"	Aug. 1, 1910	70,000.00	"	"
" Gladstone.....	"	Jan. 1, 1921	12,500.00	"	"
" Rapid City.....	"	Feb. 1, 1919	7,000.00	"	"
" Morris.....	"	May 1, 1920	20,000.00	"	"
Drainage District No. 1.....	Land Drainage	July 1, 1926	99,766.66	"	Prin. and interest.
" " No. 2.....	"	" 1, 1929	200,000.00	"	"
" " No. 2.....	"	Nov. 1, 1930	150,000.00	"	"
" " No. 3.....	"	" 1, 1930	35,000.00	"	"
Lake Man. R. Canal Co.....	Aid to Railways	Aug. 1, 1926	999,613.33	"	"
Can. Nor. Ry. Co.....	"	Feb. 1, 1929	2,115,713.33	"	"
" " (Gilbert Plains Br.)	"	Nov. 1, 1930	217,540.00	"	"
Man. & S. E. Ry. Co.....	"	Feb. 1, 1929	862,860.00	"	"
C. N. R. (Ont. Div.).....	"	June 30, 1930	5,745,586.00	"	"



SUBSIDY OF PROVINCE, 1902.

Six months' allowance on additional population of 61,522, at 80c. per head, to January 1st, 1902	\$ 24,608.80	
Yearly allowance on population of 254,947, at 80c. per head	203,957.60	
	<hr/>	\$228,566.40
Yearly allowance for Government		50,000.00
Yearly allowance in lieu of lands		100,000.00
Interest on capital account		178,947.06
		<hr/>
		\$557,513.46
Less expended <i>re</i> swamp lands to June 30, 1901	\$20,913.56	
Less expended <i>re</i> swamp lands to December 31, 1901	12,687.00	
	<hr/>	33,600.56
		<hr/>
		\$523,912.90

INTEREST ON SCHOOL LANDS FUND.

Interest on School lands in hands of Government	\$ 23,386.24	
Interest on deferred payments to June 30, 1902	180,158.28	
Rents and profits arising out of lands	50,842.72	
	<hr/>	254,387.24
		<hr/>
		\$778,300.14

GREENWAY'S DRAINAGE CONTRACTS.

Mr. Greenway essayed two drainage schemes, *i.e.*, the drainage of the St. Andrews marsh and the Boyne swamp. A favorite contractor, Mr. Chas. Whitehead, procured the contracts. The manner of letting the work and in which it was managed is certainly most discreditable.

ST. ANDREWS MARSH DRAINAGE FACTS.

Advertisement called for expenditure of \$80,000. Bonds were, however, issued for \$100,000.

Contract awarded to C. Whitehead for a lump sum of \$91,760.

No penalty in contract for non-completion of work. Straw bondsmen taken as security.

Imperial Bank made advances to Whitehead on loan effected by Provincial Treasurer to extent of \$17,000 before the debentures were realized upon.

Subsequently overdrafts of Whitehead at Imperial Bank were guaranteed by Watson and J. W. Sifton to extent of \$30,000. Changes were made in contract and plans without knowledge or consent of bondsmen.

Drainage area was decreased and the excavation increased.

A steam dredge was purchased at a cost of \$4,541 and charged to the Drainage District.

Whitehead given use of it without cost, and afterwards abandoned by him.

Customs charges and freight charges to the extent of \$1,962.53 were paid by Government upon this dredge and charged to "Aid to Municipalities."

\$96,338.65 was paid to Whitehead on contract on certificates of J. A. Macdonell.

A re-survey of the east side of the marsh, made immediately prior to general election in 1899, and 9,040 acres agreed to be withdrawn by Watson.

SAMPLES OF LETTERS TO BANK RE OVERDRAFTS.

Winnipeg, Jan. 12th, 1899.

C. S. Hoare, Esq.,

Manager Imperial Bank of Canada, Winnipeg.

Sir,—Will you be good enough to allow Mr. Charles Whitehead to overdraw his account to the extent of \$5,000, which is hereby guaranteed by the Department.

I have the honor to be, Sir,

Your obedient servant,

(Signed) ROBT. WATSON.

Winnipeg, Jan. 16th, 1899.

C. S. Hoare, Esq.,

Manager Imperial Bank of Canada, Winnipeg.

Sir,—Will you be good enough to allow Mr. Charles Whitehead a further overdraft of \$10,000, payment of which is hereby guaranteed by this Department. This sum is in addition to the amounts of \$5,000 and \$15,000, respectively, already guaranteed by the Department, making a total of \$30,000.

I have the honor to be, Sir,

Your obedient servant,

(Signed) ROBT. WATSON,

Minister of Public Works.

THE BOYNE SWAMP DRAINAGE CONTRACT.

This disgraceful transaction cannot be better described than to quote from the speech of the Hon. Robt. Rogers, Minister of Public Works, in the Legislature at the recent session. Mr. Rogers said:—

“They had another Drainage District, No. 2, known as the Boyne Marsh. They had the same contractor, and let us see what kind of treatment Mr. Whitehead got here. His tender for the work was \$330,000, and is short and interesting. It reads this way:—

‘Tender for work on the Boyne Marsh. I will do work as per specifications for \$330,000, 11c. per cubic yard.’

“That was all he had to say. He got the contract, but before he got it he got a loan of \$11,000. His tender was accepted on Oct. 1st, but on Aug. 8th a progress estimate was made, and he was given \$20,000 on two dredges for use in prosecuting the work. At the same time there was an advance upon the same plant on account of Drainage District No. 1. On Dec. 19th another progress estimate was made, and \$9,405 was paid for 95,000 cubic yards of excavation. On May 4th, 1899, an estimate was passed for an advance of \$10,000 upon 3,000 cords of wood. On Aug. 9th, 1899, a voucher was issued for \$32,296, being a progress estimate upon 336,326 cubic yards. In this third item they pay Mr. Whitehead over again for the item paid for in full before. This is evidence of an unbusinesslike management, I am sure. By that means Mr. Whitehead had \$9,000 for work which he had never done at all. They advanced him \$10,800 for cordwood, and when they advanced it in the spring of the year, if they were conducting affairs on businesslike methods, they would have deducted this from the estimate, but they did not do so. They paid him again later on, and did not deduct anything for the wood, which, by this time, had gone up in smoke.

“On Dec. 31st we find that the contractor had \$20,000 advanced on dredges, \$9,405 paid twice, \$10,800 advanced on wood, and accounts paid by the Government to David Alexander and others of \$524.10, or a round total indebtedness to the people of the country, and which he had succeeded in obtaining in the manner described, of \$40,729.10.

"That was not so bad. When we came into power, we found, upon making a re-measurement, that the engineers had paid Mr. Whitehead for work he had never done, to the extent of \$4,500, making a total of some \$45,000 he owed to the people of the Province. This is the sort of thing we have had to contend with, and it has taken us some time to rectify it. But we have made improvements every year, and are glad to be in the strong financial position that we are to-day.

"But even after our friends were defeated they still kept an interest in Mr. Whitehead, and they came down here with certain letters from him asking for an extension of the contract and amplifications. He was obliged by the contract to throw the earth back 16 feet, and he was asking just before these gentlemen left office to have this reduced to 8 feet, in order that he might, from the proper management which he expected from the Government of that time, be able to carry on the work under modified conditions.

QUEER NUMBERING.

"In order that they might get that letter filed in its proper place, what do you think they did? It was somewhat difficult, because, as letters are received at the Department, they are numbered and filed away. So, under the date it was supposed to be written they stamped the number '68943½,' the only half number in the Department. This is the way they managed this work, and yet here we have the man who is responsible for all the irregularities of this Department, going up and down the country talking about the Boyne Marsh. This is the limit.

"Since that time eight or ten drainage districts have been formed in the Province, and we challenge anyone to bring the Government of the day face to face with the misappropriation of a single dollar in these contracts. We make the contractors do business on business principles, and that is the difference between this Government and the Government led by my friend the leader of the Opposition."

STANDING OF WHITEHEAD BOYNE SWAMP CONTRACT WHEN PRESENT GOVERNMENT ASSUMED OFFICE.

Over-measurement paid, 49,226 cubic yards,	
at 11c.	\$ 5,414.86
Over-payment, first estimate paid twice..	9,405.00
Advance on dredges	20,000.00
Advance on cordwood	10,800.00
	<hr/>
	\$45,619.86

GREENWAY'S ELECTION ACT.

If there is one thing more than another that Mr. Greenway should be ashamed of it is the iniquitous election Act passed by him providing for the preparation of the voters' lists. It was the most unfair legislation ever placed upon a statute book, providing ample means for violent partizanship and political debauchery at every turn, and calculated to do that portion of the public which did not see eye to eye with Mr. Greenway the most manifest injustice. The most rabid supporters of the Government were selected as registration clerks and revising officers. These partizan clerks sat down in offices and put on and left off the lists whom they pleased, and it was most difficult and expensive to have names put on and struck off the lists as prepared, the most complicated machinery being provided as to notice, etc. The most glaring frauds were attempted, and it was only after the most vigilant efforts and large expenditure that the opponents of Mr. Greenway were able in 1899 to procure something like a fair list. In 1899, 1925 names were added and 5,446 names struck off at the Courts of Revision.

Below are a few extracts from the Free Press, Mr. Greenway's official organ, as to his franchise legislation:

FREE PRESS EDITORIAL, JUNE 11TH, 1892.

"The registration clerk at Morris has compiled a fraudulent list in the interests of the Government, most probably at the direct instance of the Government, and doubtless in the expectation that his rascally work would be aided and abetted by the revising officers. The registration clerk in Beautiful Plains, in suspicious harmony with the action of his Morris confrere, has deliberately refused to enter a large number of names that have been lawfully tendered him. Names by the score have been left off the lists of the three Winnipegs through the arbitrary action of the registration clerks, and others put on that it is alleged had no right to be registered. There have been frauds of a similar nature in other constituencies. Is it expected that the Opposition will quietly submit to the outrages? Is there any great sin in raising a 'clamor' over the frauds themselves or the men who were guilty of them?

"These registration clerks, who are appointed to perform the necessary clerical labor in preparing the lists, are assuming the function of the revising officers and deciding for themselves what names shall go on. They are doing this, not because they believe they have any right or judgment in the matter, but because, if they were not to do it, there would be no opportunity to play their tricks and bedevil the lists. They are forced to take upon themselves the authority of revising officers, in addition to their own, in order that they might decide against the reception of names now and again, in order to weaken the enemy. If the lists are to be stuffed and otherwise manipulated, it must be done in the preliminary stages of registration. Clerks who are up

to what is expected of them must, therefore, refuse applications, even if attested by affidavit, while there is absolutely no check whatever, except their own consciences, to the addition of improper names. Such work as this could not be left to the revising officers. The lists must be doctored before they reach the Courts of Revision; hence the necessity for unscrupulous clerks who do not hesitate to usurp the functions of a Court, supposed to be established for the purpose of insuring honest lists. The Act never contemplated that discretionary powers, such as we have seen exercised, should be given the registration clerks. Their duty is to enter all names known to themselves as qualified electors and to receive and enter all applications supported by affidavit.

"Should there be any errors in the preparation of the lists, the work of rectifying them belongs to the revising officers, who are appointed for that sole special purpose. This is the plain meaning of the Act, and it is impossible that registration clerks or any others can mistake it. The fact, therefore, that clerks have gone out of their road to doctor the lists is evidence of fraudulent intent.

"Let the Opposition everywhere be vigilant against these frauds. It is an outrage that they should thus be forced into the defence of their rights, rights that should never be assailed. But so it is; and until better methods prevail, they must make the best of it. Should there be the least disposition on the part of the revising officers to refuse them the amplest justice, then, if they be men determined not to be trampled upon, they will know how to protect themselves. Fraudulent lists must be punished, let the cost be what it will."

Under date of June 13th, 1892, the Free Press published the following warning to the electors, under large headlines, as follows:—

ALARMING!!

"The number of electors left off the lists in the Winnipeg is simply alarming. Immediate attention is necessary if you wish to vote."

In the Free Press issue of June 14th a list of electors left off in South Winnipeg, aggregating 500 names, is published.

In the issue of June 15th Winnipeg Centre list is published, showing 750 names left off the list.

In the issue of June 16th Winnipeg North lists are published, showing 500 names left off, or aggregating 1,700 names left off the lists of the three Winnipegs.

EDITORIAL EXTRACT FROM THE FREE PRESS, JUNE 13TH, 1892.

"This is the way in which the Neepawa Register, independent if not neutral in local politics, speaks of the Beautiful Plains list:

"The voters' lists for *Beautiful Plains* are out. Much has been said against them, and, in all conscience, they are bad enough, though not as iniquitous as at first reported. *It would appear that the regis-*

tration clerk lent his influence to elect Mr. Crawford by an unfair compilation of the lists. Members of Mr. Davidson's committee inform us that between 75 and 80 names have been left off. It is said that 18 such names have been omitted in Neepawa, while there are names in both town and country that have no right to be there.'"

EDITORIAL EXTRACT FROM THE FREE PRESS, JULY 8TH, 1892.

"Have we not an Election Act passed at the sacrifice of principle and intended to give a dishonest advantage to the party in power? Did we not see in that surreptitious amendment to 'The Real Property Act' last session, and in the brazen falsehoods over the Public Accounts, and in that asylum bread contract, how unscrupulous individual members of it are ready to serve a political friend or to advance their own political interests? Go back over the whole four years and sum it up, and you will see with us that this Government has been dishonest all through and will continue to be dishonest if we give it our votes. But as honest men we cannot support a dishonest government. 'Turn the rascals out.'"

EXTRACT FROM TORONTO GLOBE, EDITED IN FREE PRESS JULY 22ND, 1892.

"The system of compiling voters' lists in Ontario under the recent 'Manhood Suffrage Act' has broken down." This is the testimony of the Toronto Globe. "The making of the lists is left to the assessors and clerks of the municipalities. In small towns and municipalities the system works all right; it is when tested in the larger centres of population that it proves to be a failure. To illustrate, it is estimated that in Toronto there are 8,000 appeals made in behalf of citizens whose names were left off the lists compiled a few weeks ago. Those appeals involved a great deal of labor and not a little expense, and they go for nothing three years out of four, unless there happens to be a bye-election. There is no finality," says the Globe, "for judging from the past, the list for next year must be gone over in the same way." And it adds: "There is an easy way out of all this. Let the active party men, instead of trying to gain advantage over each other, often by questionable means, in the preparation of the lists, join hands in advocating a system that will make it easy to compile the lists and give no advantage to either party. A scheme of personal registration is needed. Every year, before the preparation of the lists, the city clerk should be empowered to open offices in each of the six wards of the city, and there electors who desire to vote could sign their names and addresses, at the same time making declaration as to their qualifications. In this way those taking an interest in public affairs, and only such, are entitled to vote. There could be no doubt then as to whether one was on the lists or not, for the signature in the corporation vaults would be sufficient verification of the right to vote. There

would be no costly and cumbersome revisions, for the man who swore his name in under false pretences would be liable to prosecution for perjury. The lists would then be a reality—what they are in name only at present—clean and representative.”

EDITORIAL EXTRACT FROM FREE PRESS OCTOBER 26TH, 1895—
REGISTERING VOTES.

“The registration of voters in New York State closes to-day. The accommodation of all classes of people is more studied there than it is here with us, as the hours are from 7 to 10 a.m. and from 3 to 10 p.m. A large proportion of artisans can register on their way to work without loss of time or impairment of their day’s pay, and they and all other classes are afforded all the opportunity they require in the hours from 3 to 10 p.m. It would seem to be the study of the legislators of that State to consider the convenience of the public when providing for the registration as voters.

“Here it is different. Here we consider the convenience of the registration clerks, whom it would be a hardship to compel to attend at their offices later than 4 o’clock in the afternoon or earlier than 9 in the morning. Men who are busy all day from 7 or 8 a.m. to 6 p.m. must either beg the time from their employers, lose it and the pay that goes with it, or go unregistered and, consequently, voteless. It is possible to register or be registered without personal attendance, of course, which is not the case in the States, and no doubt to this difference is largely owing the fact that there the hours are so liberally extended. But under Manitoba law it is most desirable from every point of view that the voter should be encouraged to attend personally and see for himself that his name is properly registered. As it is operated, this is impossible in a great many instances, and therefore it is that we have suggested that the hours be made more convenient, enough to suit all classes.

“There is one feature of the New York law the adoption of which we could hardly recommend. A personal description of every voter must accompany the registration—height, weight, age, color of hair, and every other particular necessary in order to identify the voter. This is supposed to be a precaution against personation, but so clumsy a one and naturally so vexatious that the wonder is the people endure it. We can dispense with this, but an hour or two in the evening for registration would be a decided improvement.”

EDITORIAL EXTRACT FROM FREE PRESS OCTOBER 24TH, 1895—THE
VOTERS’ LISTS.

“In more than as many days Mr. Moffatt, registration clerk for the Electoral Division of South Winnipeg, has received not more than fifteen applications to be registered as voters on the list that is now being prepared. In the other divisions the number of applications is not estimated, but both the clerks agree in saying that there is little or

no interest manifested. If this is the condition of things in Winnipeg, where registration is so convenient, we can hardly imagine what it is in rural constituencies, where the farmers are overrun with work and the conveniences are by no means so great. The effect of this apathy is to leave the entire work of compilation in the hands of the registration clerks, who can put on or take off whatever names they please. It may be said that this is the fault of the electors themselves, who can attend and see that their names are duly registered as they wish. This is quite true, but it is primarily the fault of the law, which encourages the electors to believe that somehow or other their names will be registered as voters without the necessity of any trouble on their part. The Government takes those lists into their own hands by appointing registration clerks who are to compile them and by providing that they shall be made up of former lists, Dominion lists, assessment rolls and other available sources of every description. They virtually invite the electors to leave the whole matter with the registration clerks. This is not a good system, however honorably disposed the clerks may be, and in the great majority of cases, we have no doubt, they are anxious to deal fairly with the parties. A strong partizan, however, is tempted to take advantage of the opportunity the law gives him to make a list as favorable to the government as his not too particular conscience will allow, and, once made, the trouble and expense of a Court revision are an effectual bar to any substantial amendment of it. *The whole principle is wrong. The government, in the first place, should have no connection with the lists, and all registration should be made on the voluntary application of the electors themselves.*

"On the lists that are now being prepared an election will be held, certainly within a year, and possibly within a few months. Many who will then be anxious to mark their ballots will find that they are not entitled to a vote.

"From the situation as described by the registration clerks of the Winnipeg Divisions, this is certain to be the experience in the city, and there is every reason to believe that the conditions will be still worse in the rural districts. It would be better to employ the opportunity that remains, and we would advise all who are entitled to a vote and who have any apprehension of their names being omitted, to apply personally and have their names duly registered. The Province will have the right to demand the judgment of every person to whom the law gives the franchise, and it is his duty to put himself in a position to respond to the call."

Re Greenway's Election Act Franchise.

EXTRACT FROM FREE PRESS EDITORIAL JANUARY 14TH, 1896—"OUR FRANCHISE LAW."

"The Provincial elections will be over in a day or two. When the Legislature is called for the despatch of business, as it will be in a very short time, it could not do better than to remove from the Province

the reproach of the present election law, so far as it has to do with the voters' lists. Mr. Greenway has induced a party franchise scheme. When an election is pending, he sends his party friends into a constituency to act as registrars. These party friends collect the names of voters, and if there is any objection to the lists thus prepared, the voter has the right to appeal to another member of the Liberal Association, except where a judge revises the lists, and such cases are rare. There can be no dispute that party friends are made the registration clerks, who are appointed to compile the lists, and that alone is a fatal objection to the law. Voters' lists should be kept as free as possible from all partizan influences. After every registration the charge is made that the lists have been 'cooked' in the interests of the ruling party. Those charges would probably be made in any case, so strong does party feeling run in the Province, but, unfortunately, they are known to be justifiable in too many instances. One abuse of the law is sufficient to condemn it, and, besides, as all fair, moderate-minded men will agree, the principle on which it is constituted is a wrong one. There should be no connection between the lists and the government on whose actions the voters are to pronounce. That is so obvious that it cannot be necessary to insist upon it. We shall never have clean politics so long as it is possible to tamper with the voters' lists, and the Legislature that is about to convene in a few days could not do better work than to remove the reproach as far as the Province is concerned."

A Change of Front.

GREENWAY WOULD NOW HAVE THE VOTERS' LISTS COMPILED BY THE MUNICIPAL CLERKS.

In the Liberal platform adopted March 24th, 1903, the following is stated:—

"We declare in favor of a simple method of preparing the voters' lists, to be based upon lists of resident ratepayers compiled by the municipal authorities and supplemented by personal registration."

The following, taken from the "Record of the Greenway Government, 1888 to 1892," printed by that Government, shows how diametrically this view has changed:—

"It has always been the desire of the Liberal party to leave the preparation of the voters' lists in the hands of the municipal clerks, and, although the compilation of the lists in 1888 by enumerators had been satisfactory, it was determined in 1889 to introduce a measure providing that the work should be done by municipal clerks. This Act was passed in 1889. The lists throughout the Province in 1889 were made up from the municipal lists, which were compiled by the municipal clerks. The result was that the lists were, almost without exception, utterly bad. They contained a multitude of names which should not have appeared, and the residents who were not owners or tenants of real estate were left off in wholesale numbers. There is hardly a constituency in

the Province in which an examination of the lists of electors made up under the Act of 1889 will not show that it is the most incorrect and defective list ever made up for Legislative elections for the territory which it covers. Fortunately, there was only one election (Portage la Prairie) held upon the list of 1889. It was found also that work of getting proper returns from the municipal clerks was so slow and unsatisfactory that in a great many cases the list of 1889 was not completed and revised until 1890. The Portage la Prairie list for 1889, for instance, was not completed until April, 1890, too late to be used for the municipal elections of 1889 (the municipal and legislative lists being compiled together).

"The experiment of having municipal clerks compile voters' lists for legislative purposes was thus given a fair trial, and **TURNED OUT A DISMAL FAILURE.**"

Mr. Greenway also, on the floor of the Legislature in 1901, denounced such a system on the ground that it would tend to introduce party politics into municipal affairs.

The present Act, passed by the Roblin Government, has recently been given a trial, and everywhere the best opinion is that it is the fairest and most impartial piece of legislation ever enacted and placed on a statute book. The preparation of the lists is entirely removed from Government control and influence. The County Court judges have the appointment of the registration clerks and revising officers, and non-partisans are selected. The result is that an honest expression of the people on the acts of the Government in power is possible. Dead men and absentees have been banished from the lists.

Mr. Roblin's Views of the Present Act.

EXTRACTS FROM SPEECH AT NEEPAWA JUNE 6TH, 1903.

Is it Un-British to Be Fair?

"Next Mr. Greenway discussed the franchise Act passed by the Roblin Government, and, according to the Free Press report, 'denounced it as the worst Americanism ever introduced into British territory.' Is it un-British to be honest? Is it un-British to be fair? Is it un-British not to use power and authority you have to injure and defeat your opponent? If that is un-British, then we are un-British, because, under the Greenway Act, which we might have continued had we wished, we had the authority and the power to injure our opponents; and if we used the power as they did in 1896 and 1899, we might have destroyed every political hope they ever had. We complained that their franchise law was an unfair law, and my friend Mr. Macdonald promised the people that, if he was returned to office, a law would be passed taking the power to compile the lists out of the hands of the government altogether. We carried out that promise by putting the compi-

lation of the lists in the hands of the County Court judges of this Province; and so great is the satisfaction with the way registration has been carried out, that even the better class of Liberals themselves admit its absolute fairness. (Cheers.) Mr. Greenway says he would place the compilation of the lists in the hands of the municipal clerks, but Mr. Greenway, on the floor of the Legislature in 1901, denounced such a system on the ground that it would tend to introduce party politics into municipal affairs. I am not going to say whether the Hon. Thomas Greenway, as leader of the Government in 1899, was honest in that statement, or whether Mr. Greenway, as leader of the Opposition in 1903, is dishonest in now making a statement exactly the opposite. Now, as honest men, do you want to return to the old system? Do you want the voters' lists stuffed with the names of dead men and aliens?

"Cries—No! No!

"Mr. Roblin—No, I don't believe you do; and I don't believe that the rank and file of the Liberal party are dishonest enough to wish to go back to that old system. Why, one of the greatest compliments that has ever been paid to the new Act was paid the other day in the Winnipeg Free Press when it published a cartoon on its front page representing Mr. Greenway standing outside a registration booth pointing to a great big sign with the words on it 'No Dead Men Need Apply Here.' (Cheers.) But under the Greenway law dead men could apply and their names were put upon the list."

PRINTING.

COMPARATIVE FIGURES.

Total number of pages under Greenway Government contract, 1899, 2,288, costing \$4,854.52, or \$2.12½ per page; total number of pages under Roblin Government contract, 1902 (less the Revised Statutes), 4,298, costing \$6,243.24, or \$1.45 per page—a saving of 67½ cents on every page.

Orders of the Day:—

1899—40 pages; cost, \$138.00, or \$3.45 per page.
1902—102 pages; cost 60.70, or .60 per page.

Votes and Proceedings:—

1899—110 pages; cost, \$328.05, or \$2.98 per page.
1902—102 pages; cost, 245.60, or 1.19 per page.

Public Accounts:—

1899—226 pages; cost, \$708.63, or \$3.13½ per page.
1901—226 pages; cost, 435.80, or 1.20¼ per page.

REVISED STATUTES.

	Pages.	Cost.	Per Page.
1890	2,500	\$18,467.42	\$7.38
1902	2,694	13,456.23	4.99

A difference of \$2.39 per page.

About 600 more pages of 1902 edition remain yet to be printed, totalling altogether 3,294 pages, or costing for complete work \$16,450.23, or \$2,017.69 less than 1890, with 794 more pages.

The saving, on the basis of 2,500 pages, is \$5,975.

GENERAL BINDING.

Cost in 1899, 9¾ mills per section of sixteen pages.

Cost in 1902, 7½ mills per section of sixteen pages.

A saving of 2¼ mills per section.

DISTRIBUTION OF PATRONAGE.

Under the Greenway Government only a limited portion of the miscellaneous printing and stationery supplies for the public institutions was purchased from the local merchants, less than 3% being spent outside the City of Winnipeg. For the past three years, for similar supplies for the same institutions, over 40% has been spent with local merchants at the various points.

GREENWAY PRINTING CHARGED TO IMMIGRATION, YEARS 1897-8-9.

1897.

Colonist, special copies	\$ 170.00
Commercial, pamphlets	432.60
"Canada," advertising	75.00
Globe, special edition	292.10
Hart & Co., geography of Manitoba	411.85
Logberg, advertising and subscriptions	1,559.60
Manitow Mercury, 1,000 copies	75.00
Morden Chronicle, 2,000 copies	125.00
North-West Farmer, special edition	800.00
North-West Magazine, advertising	200.00
Pilot Mound Sentinel, special edition	164.45
Stovel Directory, advertising	41.25
Toronto World, advertising	78.00
Tribune, advertising and special editions	1,610.00
Winnipeg News, advertising	50.00
Western World, advertising	84.25
Farmers' Advocate, advertising	360.00
	<hr/>
	\$6,529.10

1898.

Advertiser, advertising	\$ 22.50
Acton Burrows Co., advertising	50.00
Benham & Garrison, advertising	75.00
Buckle & Co., maps	95.00
Canadian American, advertising	159.00
"Canada," advertising	100.00
Colonist, advertising	153.00
Copp, Clark & Co., advertising	40.00
Damplin Press, advertising	151.75
Der Nordwesten, special edition	450.00
The Globe, special edition	250.00
L'Echo de Manitoba, special edition	325.00
Logberg, special edition	1,750.00
Liberal, special edition	150.00
North-West Magazine	50.00
Sentinel Review, advertising	12.50
Selkirk Publishing Co., special edition	150.00
Stovel Directory, advertising	62.50
Stovel Co., pamphlets	2,729.37
Toronto Type Co., advertising	138.00
Tribune, special edition	2,206.00
Star, advertising	166.08
Virden Board of Trade, pamphlets	100.00
Virden Advance, advertising	75.00

Western Prairie, special edition	\$ 150.00
Western World, advertising	58.20
Western Publishing Co., special edition	200.00
Farmers' Advocate, advertising	75.00

\$9,843.90

1899.

Advertiser, advertising	\$ 30.00
Advance, 4,000 copies	200.00
Bulman Co., advertising	72.00
Virden Board of Trade, pamphlets	50.00
Baldur Gazette, special edition	150.00
"Canada," advertising	212.50
Canada Year Book, advertising	30.00
Carberry News, special edition	150.00
Der Nordwesten, "Ocean to Ocean"	1,000.00
Elkhorn Board of Trade, special edition	300.00
Great West Magazine, advertising	75.00
The Globe, advertising	75.00
Logberg, special edition	1,400.00
L'Echo de Manitoba, advertising	112.50
Free Press, special issue	12.50
G. G. Meikle, pamphlets	430.00
Railway Shipping World, advertising	105.00
Selkirk Publishing Co., special edition	150.00
R. J. C. Stead, Cartwright write-up	150.00
Star, advertising	138.30
Enterprise, special edition	150.00
Tribune Publishing Co., advertising, etc.	850.00
Toronto Newspaper Union, crop reports	100.00
"The Voice," advertising	50.00
Western Publishing Co., advertising	250.00
Western Progress, special edition	150.00
Western Canada Press Association, pamphlets	1,150.00

\$7,542.80

The total Greenway immigration expenditure in 1897 was \$20,552.69
The total Greenway immigration expenditure in 1898 was 20,121.37
The total Greenway immigration expenditure in 1899 was 15,418.23

\$56,092.29

of which \$23,915.80, or over 40%, was devoted to printing pamphlets and special editions of newspapers.

This is the manner in which Greenway made grants to the people.

HOW GREENWAY FED FAVORITE NEWSPAPERS AND FRIENDS PREVIOUS TO
THE GENERAL ELECTION IN 1899.

Stonewall Argus,	printing voters' lists.....	\$ 206.82
W. H. Ashley,	" "	272.06
Benham & Garrison,	" "	566.17
Baldur Gazette,	" "	156.02
Belmont Star,	" "	32.80
Birtle Printing Co.,	" "	223.11
" Canada,"	" "	259.70
Carberry News,	" "	301.02
Dauphin Press,	" "	503.50
Deloraine Times,	" "	193.46
Der Nordwesten,	" "	380.54
G. P. Dolsen,	" "	151.92
Emerson Journal,	" "	157.96
Franklin Press,	" "	748.94
Holland Observer,	" "	244.10
J. R. Hall,	" "	254.26
" Independence,"	" "	53.60
J. W. Jameson,	" "	300.60
Killarney Guide,	" "	297.62
L'Echo de Manitoba,	" "	599.74
Logberg,	" "	1,125.86
G. G. Meikle,	" "	310.56
Marquette Spectator,	" "	218.06
Manitoba Liberal,	" "	235.55
MacGregor Herald,	" "	138.02
Morden Chronicle,	" "	248.54
Manitoba Free Press,	" "	590.71
Manitou Sun,	" "	230.24
Neepawa Press,	" "	462.08
Pollard, Daniels & Co.,	" "	405.88
Plaindealer,	" "	225.86
Pilot Mound Sentinel,	" "	188.08
Roland News,	" "	327.58
Selkirk Pub. Co.,	" "	282.36
Ira Stratton,	" "	28.92
R. H. Spedding,	" "	240.06
The Stovel Co.,	" "	1,185.32
Western Pub. Co.,	" "	333.33
Western Prairie,	" "	154.90
Western Progress,	" "	162.91
Appleton & Morris,	printing posters.....	18.50
W. H. Ashley,	printing ballots.....	11.00
Birtle Printing Co.,	" "	9.00
Baldur Gazette,	" "	8.75
Benham & Garrison,	" "	10.25
J. R. Hall,	" "	10.25

J. W. Jameson,	printing ballots	\$ 13.75
Clarence Lewis,	“ “	23.25
MacGregor Herald,	“ “	7.70
Manitou Sun,	“ “	* 9.25
Marquette Reporter,	“ “	10.25
Manitoba Liberal,	“ “	16.25
G. G. Meikle,	“ “	8.50
Morden Chronicle,	“ “	19.75
Pollard, Daniels & Co.,	“ “	7.25
Stanley & Co.,	“ “	9.00
Ira Stratton,	“ “	8.75
Shoal Lake Star,	“ “	10.25
The Observer,	“ “	12.00
The Stovel Co.,	“ “	126.50
Whyte & Morrison,	“ “	18.75
Total.....		\$13,267.71

**Greenway's Campaign Songs and Political Literature Printed at the
Deaf and Dumb Institute, at Public Expense.**

Record of Government	1,000 copies
Opposition Platform	300 “
Instructions to Scrutinizers	2,000 “
Notices	1,300 “
State Ownership of Railways	1,000 “
Campaign Songs	200 “

LIBERAL MARCH.

Men and Liberals! ye whose action,
Put to rout the Tory faction,
In their ranks spread wild distraction
Vanquished all their bands!
Follow still the chiefs who led ye,
Keep your ranks still firm and steady,
Keep your swords still sharp and ready
Ready to your hands!

Chorus—

Shoulder press to shoulder,
Onward march and bolder;
Triumphs more we yet shall see
Before we are much older.
Railways, Trade and Education
Be our aspiration,
Till we win them for the nation,
And our land be free!

Honest principles inspire us;
 Calls of noble leaders fire us;
 In the struggle naught shall fire us
 Till the work is done.
 Every man in combat straining,
 Foot by foot the vantage gaining,
 Till the people's cause is reigning
 And the victory won.

(Chorus.)

Greenway's government shall rule us.
 Men like these will lead, not school us.
 Tory tricks no more shall fool us,
 We've a better way!
 Equal rights all shall be sharing,
 Equal burdens all be bearing,
 Each for all, for all each caring,
 Speed the happy day!

(Chorus.)

GRAND OLD CHIEFTAIN.

Here is another beautiful specimen which was to be sung to that glorious old American tune, "Tramp, tramp, tramp, the boys are marching."

With a loud and ringing cheer,
 Which will echo far and near,
 Let us hail the noble chieftain of our land,
 For he lives to see the day
 When the clouds have passed away,
 And prosperity shines over all the land.

Give three ringing cheers for Greenway,
 Grand old chieftain of our band!
 For he lives to see the day
 When the clouds have passed away,
 And contented men are working on the land.

With a brave and honest heart,
 He hath borne a noble part,
 And the people's truest friend hath ever been;
 Always foremost in the fight,
 For the cause of truth and right,
 Ever faithful to his country and his Queen.

Give three ringing cheers for Greenway, etc.

Many tears have farmers shed;
 Now each lifts his drooping head,
 For he knows that true and faithful friends are near;
 And in hope and patience waits
 For the opening of the gates
 When the day of tariff freedom shall appear.

Give three ringing cheers for Greenway, etc.

O how bright that day will be
 When it dawns upon the free!
 How the shout of joy will ring from shore to shore!
 When the freedom that we claim
 Shall be worthy of the name,
 Our Dominion shall be one for evermore.

Give three ringing cheers for Greenway, etc.

CAMPAIGN SONG.

To the tune of "There'll be a Hot Time in the Old Town To-night."

Come along, get you ready, don't be long comin' down,
 For dere's gwine to be a meetin' in dis good, good, old town,
 Where de 'lectors know de speakers, and de speakers all know you,
 And you've got to vote right or you'll be de hoodoo.
 When you hear Tom Greenway make his speech,
 The Grits all say, "Oh, ain't he just a peach!"
 And he makes de Tories want to yell and screech,
 There'll be a hot time in the old town to-night.
You Lib'rals.

Chorus—

When you hear de elections am at hand,
 Grits quit work all over de land,
 And the chorus of the Liberals will sound grand,
 There'll be a hot time in the old town to-night.

De platform of de Tories has just got three little planks,
 And they'll need to have the boodle traushipped to them in tanks,
 For de 'lectors will not give their usual barrel and thanks
 When they try to buy us people who they say am only cranks,
 When you hear de Lib'rals work for you,
 Say to them, we are sticking by you true;
 And when Tory shouters brag what dey can do,
 There'll be a hot time in the old town to-night.
You Lib'rals.

(Chorus.)

Some connection with the British is their heavy battle cry,
 But they always talked of that when they winked the other eye,
 Now they know that Wilfy Laurier give de British Preference Pie,
 And the trade with Johnny Bull is mounting pretty high.
 Such "loyal" talk would give us all a pain,
 And when they get a chance of power again,
 They'll find this people talking pretty plain, and
 There'll be a hot time in the old town that night.
You Lib'als.

What stuff ! ! ! As Mr. Roblin truly said, when speaking at
 Carman recently, it was enough to make a bronze statue weep. What
 a spectacle—the public moneys being used to print defiled English.

RAILWAYS.

THE SPLENDID RECORD OF THE ROBIN GOVERNMENT.

In appealing to the people in 1899, the Conservative party urged the principle of Government ownership of railways, in so far as the circumstances of the Province would admit. What Government ownership of railways is supposed to do, i.e., the procuring of all the advantages without state aid, has been fulfilled. By the contract entered into with the Canadian Northern Railway Company in 1901, the absolute control over rates has been secured without the expenditure of a single dollar, and rates over all lines coming into the Province, on general merchandise, have been reduced from 5 to 25 per cent. For instance, freight upon which the C. P. R., previous to the C. N. R. contract, charged 57c a hundred from Port Arthur, is now being carried for 42c a hundred, a straight saving of 15 cents a hundred. Last year the rate on grain on the Canadian Northern lines in the Province was reduced by the Government 2 cents a hundred pounds. A reduction of 2 cents a hundred on grain in less than three years !! This means a saving of \$62.50 on every 5,000 bushels of wheat raised and shipped by the farmer. General reductions have also been effected in local merchandise rates, and passenger rates have been reduced from 4 to 3 cents a mile, and the sale of round trip tickets made operative on all stations on Canadian Northern lines west of Port Arthur on the basis of a single fare and two-thirds for the round trip.

Control of rates clause from Canadian Northern 1901 contract:

"In consideration of the guarantee of the said bonds and the assignment of said lease and option, the Company hereby agrees that up to the 30th day of June, 1930, the Lieutenant-Governor-in-Council from time to time shall fix the rates to be charged or demanded by the Company for the carriage of all freight from all points on the Company's lines in Manitoba to Port Arthur, and from Port Arthur to all points on the Company's lines in Manitoba, and from all points on the Company's lines in Manitoba to all other points on said lines in Manitoba. Provided, always, that before any rates are so fixed, the Company shall be heard, and their interests taken into consideration. The Company agrees that it will not at any time after the rates have been so fixed charge or demand for the carriage of freight between the points aforesaid greater rates than those so fixed by the Lieutenant-Governor-in-Council.

COMPARISON OF BONDED DEBT, PER MILE, CANADIAN NORTHERN AND THE
OTHER LINES OF RAILWAY.

Canadian Northern	debt per mile..	\$11,396.00
Canadian Pacific Railway	" "	" 3,000.00
Chicago, Milwaukee & St. Paul	" "	" 27,661.00
Rock Island	" "	" 17,770.00
Denver & Rio Grande	" "	" 26,990.00
Port Great Northern, Pacific Inlet. to Everett	" "	" 35,179.00
Missouri Pacific, St. Louis to Kansas City	" "	" 33,738.00
Michigan Central, Detroit to Bay City	" "	" 25,806.00
Pennsylvania, Philadelphia to Pittsburg	" "	" 56,228.00

And so on—the list might be extended indefinitely.

**Mr. Roblin's Views on the Financial Responsibility of the Government
re Canadian Northern Bonds Guarantee—Extract From
Neepawa Speech, 1903.**

"By giving the aid in the shape of a guarantee of the bonds of the road for the actual cost, the result is that the Province has not been called upon to pay a cent, and never will be, under the guarantee. As far as I am able to see, and as far as any man who has given the matter any thought, there is not the slightest doubt in the world as to the certainty of the road meeting its liabilities and being able to carry merchandise in and your grain out at a very less rate than they were able to do before we made that contract."

Improved Service. Extract from Mr. Roblin's Neepawa speech, 1903:

"I said we have secured government control of rates, absolute and unconditional, and I am pleased, yes, proud to be able to make an announcement to-night that we have secured something more for you, that we have been able to make arrangements with the Canadian Northern Railway Company—our road—that will secure an increased passenger service for the people who live along its various lines in this Province. (Cheers.) I am pleased to be able to announce that on the 1st day of July the Canadian Northern will run daily trains to Dauphin. (Cheers.) One day they will go through Neepawa and on alternate days they will go through Gladstone and return by way of Neepawa, and there will be a tri-weekly service to Swan River from Dauphin and a daily train service both ways from Winnipeg to Hartney, and a daily service to Brandon. (Tremendous cheering.) That is another concession we have been able to secure by virtue of our contract, and we have not paid out a dollar for all this and will never be called upon to pay out a dollar. This is the people's road, and it is the desire of the Company to consult the interests and the convenience of the people from whom they draw their support and to give them a passenger and freight service that will be fully up to the requirements."

GREENWAY'S RAILWAY RECORD.

A marked comparison—A give, give, give policy—No corresponding benefits—Deceit and concealment.

Mr. Greenway says that he will, if returned to power, go back to the old system of giving away the people's money without any compensating benefits and advantages. What was Mr. Greenway's railway policy to which he says he would re-introduce? What is his record? It is wise to consider such.

During Mr. Greenway's term of office he gave nearly a million dollars as cash aid to railways with no control of rates, and declared in 1899, in his election address to his constituents: "I am strongly convinced that lower rates than now prevail can be ultimately secured. *I have long maintained that grain can be transported to Lake Superior at a maximum rate of ten cents per one hundred pounds. If such a rate cannot be obtained over existing lines, I am in favor of turning our attention elsewhere for relief.*"

After twelve years of office and giving away a million dollars, he was forced to declare that no relief had been obtained, and that attention had to be turned elsewhere for relief. The following gives the details of Mr. Greenway's "giving away" railway policy:

CASH AID GIVEN BY GREENWAY GOVERNMENT TO RAILWAYS.

N. P. & M. Ry.—	Miles.	Amount.
Amount expended in excess of amount received,		
Red River Valley Railway, etc.		\$105,875.12
Aid Main Line, at \$1,750.00	66	115,500.00
Portage Extension, \$1,750.00	52	91,000.00
Morris & Brandon Branch, \$1,750.00	120	210,000.00
Morris Extension, \$1,750.00	25	43,750.00
Belmont-Hartney, \$1,750.00	50	108,275.25
	313	\$674,400.37
Canadian Pacific Ry.—		
Souris Extension, \$1,750.00	148	150,000.00
Pipestone, Glenboro, \$1,750.00	50	87,377.00
Foxton & Restou, \$1,750.00	34	59,780.00
	232	\$297,157.00
Total mileage aided, 545. Total aid given		\$971,557.37

Mr. Roblin secured the construction of the Lake Superior link without cost to the Province. Mr. Greenway would have given a million for the accomplishment of the same object. His own words in the Legislature in 1898 are given. He said, in referring to the Dauphin lines constructed under a guarantee of bonds: "*The guarantee on these lines*

of road is not a charge at all, because we can assume from the history of the Dauphin road in the past that the road will earn interest."

And read the following statement:

Aid to N. P. & M. Ry.	\$ 532,250.00
Souris Extension, C. P. R.	150,000.00
Pipestone & Glenboro Extension	87,377.00
Belmont to Hartney	107,500.00
Dauphin Road, now constructed	1,000,000.00
Under present Act (200 miles)	1,760,000.00
<i>Needed to complete link to Lake Superior</i>	<i>1,000,000.00</i>
200 miles, branches yet required	350,000.00
	<hr/> \$4,987,127.00

Deduct guarantee on Dauphin Line and those at present under construction	<hr/> 2,760,000.00
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Total cost of railways built and to be built by this Government	<hr/> \$2,227,127.00
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Over two millions to be given away and no control of rates.

Mr. Greenway's Northern Pacific Record.

Mr. Greenway induced this Company to build in and into the Province in 1888 and gave as aid \$1,750.00 a mile, and no control of rates. At the time the matter was before the Legislature in 1888, and before its construction, the Great Northern Railway Company made a counter offer. Mr. Greenway opposed the latter, pretending that it contained no offer for the reduction of rates as did the proposition of the Northern Pacific. He said:

"Where was there any proposition for the reduction of rates. The Company offered not to charge rates higher than they charged in Dakota for similar distances; but the rates of the St. P. M. & M. Ry. and the N. P. Ry in Minnesota and Dakota were not very low. By the contract a substantial reduction was to be given upon the offer now made, but the Government was not permitted to make the arrangement public, until after it was completed.

What was this arrangement? The following letter from Mr. Oakes will show, viz., that the rates were not to be higher than those charged by the Canadian Pacific Railway.

MR. OAKES' LETTER.

New York, July 27th, 1888.

(Confidential.)

Hon. Thos. Greenway,
Premier, Province of Manitoba.

Sir,—

The rates made by our Company shall not be higher to and from Portage la Prairie, Winnipeg and intermediate points, from and to Duluth and other eastern points, than the rates made by the Canadian Pacific Company between Emerson, Morris and other points near the International Boundary and Port Arthur and other eastern points. Local and through rates shall be fair and reasonable. This will make the rates of wheat from Portage la Prairie, Winnipeg and intermediate points to Duluth 21c per 100 pounds.

The division of the rates thus made between the several lines shall be on the basis of a pro rata per mile actual distance. An agreement to this effect in detail will be drawn up by Commissioner Martin and our counsel, Mr. McNaught, for execution by the Province of Manitoba and the Northern Pacific and Duluth and Manitoba Company. The latter companies will authorize its execution at a meeting to be held on the third Thursday in August.

Yours very respectfully,

(Signed) T. F. OAKES.

Vice-Pres't. and G. M.

This arrangement was afterwards embodied in a solemn agreement as follows:—

“That the rates made in connection with the said Northern Pacific & Manitoba Railway Company shall not be higher to and from Brandon, Portage la Prairie, Winnipeg and intermediate points, from and to Duluth and other eastern points, than rates made by the Canadian Pacific Railway Company between Emerson, Morris and other points near the International Boundary Line, and Port Arthur and other eastern points; and that local and through rates shall be fair and reasonable; that is to say, that the rate on wheat, barley, oats, flax seed, flour, feed, potatoes and other articles of freight and produce of the same class, in car lots, from Winnipeg and intermediate points, and from a point on the Morris-Brandon road sixty-five miles from Pembina, and intermediate points, to Duluth, shall not be higher than twenty-one cents per hundred pounds. And rates from Portage la Prairie and other intermediate points to Duluth on the aforesaid merchandise, shall not be higher than twenty-one cents per one hundred pounds. And rates from Brandon and intermediate points to Duluth on the aforesaid merchandise, shall not be higher than twenty-one cents per one hundred pounds.”

Over a half a million was therefore given away and no control of rates; merely that the rates to be charged by the Northern Pacific Railway Company would not be higher than those charged by the Canadian Pacific Railway Company.

What deceit and public profligacy ! !

Mr. Greenway's Secret Railway Deals.

During the last campaign, in 1899, Mr. Greenway and the members of his Government took occasion to state, in delivering public addresses, that the reason why aid could not be given the Northern Pacific Railway Company, for the construction of certain branch lines in the Province, was that the C. P. R. were building without aid. This appeared to be good logic, if true; but, unfortunately, such was not the fact, and Mr. Greenway and his Government knew it, and deceived the public deliberately. At a public meeting, held at Portage la Prairie on November 20th, 1899, Mr. Greenway, in disussing aid to the Waskada and Hamiota extensions, said:—

“Would they be justified in aiding extensions then, with \$1,750 per mile, *when they could get them built for nothing?*”

Mr. Watson, at the same meeting, said:—

“We have got to-day the N. P. and the C. P. R. fighting for territory—and that is where we want them—*without any bonus at all.*”

Mr. J. D. Cameron, Mr. Greenway's Attorney-General, speaking at a large public meeting in the City of Winnipeg, on the same date, November 20th, 1899, in disussing the memorable letter of Mr. Mellen, president of the Northern Pacific, wherein he vigorously protested against the treatment his company was receiving at the hands of the Greenway Government, said (Free Press report):—

“Dealing with the letter itself, Mr. Cameron said that an examination would show two important admissions that, notwithstanding all that was in that letter, the result of the policy of the Government had been to secure the construction of 100 miles of railway without costing the Province one dollar. The Government would never have been justified, in the eyes of the business men in this city or Province, in giving a grant to the N. P. in constructing lines over territories which are being covered by these other unaided lines. . . . It was the duty of the Government to point out that they could not justify themselves before the business men and farmers of the Province, if they were to spend money with the object of supplying a territory which was to be supplied by the C. P. R. without costing the Province one dollar. . . . In closing, Mr. Cameron drew attention to the results. The whole case showed that when it came down to a finality, the N. P. received everything they asked for, that the Legislature of the Province carried out fully every-

thing that had been undertaken on their part. It showed, further, that the action of the Government had been such that there had been constructed in the Province this year nine miles from Portage la Prairie northerly; twenty miles from Portage la Prairie, by the N. P., westerly; twenty miles from MacGregor, by the C. P. R.; twenty miles from Hamiota westerly, and twenty-three miles southerly from Deloraine, or between ninety and one hundred miles of road, in localities which have been crying for railway facilities, and this result was obtained without costing the Province one dollar of cash or responsibility. (Cheers.)"

MR. MELLER'S STATEMENT AS TO THE WASKADA EXTENSION.

He says: "With reference to the Waskada extension, no negotiations were had by this company with Mr. Greenway direct. Mr. John S. Thompson, representing, as I understand, the people of that district, approached us, asking an extension of our line, conditioned upon the assurances being made good, that Mr. Thompson gave us of a personal subsidy, which he said, had been promised by Mr. Greenway. We were assured that a charter would be, and was granted. We were assured that a subsidy of \$1,750 per mile was already promised, and we agreed, therefore, that when a charter was secured, and a subsidy granted, then, upon the turning over to our company of the charter and subsidy, we would build the road. It was afterwards understood that the C. P. R. had offered to build from Deloraine to Waskada without subsidy, and we were asked by friends of the Government if we would build from a point on our Souris River branch to Deloraine for the same subsidy of \$1,750 per mile, and from Deloraine to Waskada on the same terms as the C. P. R.; that is, without subsidy. To this we agreed, and we were willing to build the road under this agreement, but Mr. Thompson finally advised that the promises made him were unfulfilled, and he was unable to carry out his agreement on that account."

The ante-election representations, or rather misrepresentations, made by Mr. Greenway, Mr. Cameron and others of his government are completely established; there is no escape; the public were told that certain lines were being constructed without aid. What was disclosed upon the Government of Mr. Macdonald assuming office? The startling fact that Mr. Greenway had promised aid to the C. P. R. for both the Hamiota and Waskada extensions at the rate of \$1,750 a mile, and had entered into a contract with the same company for like aid for the Snowflake and Lac du Bonnet branches. The public had been deliberately deceived. The correspondence with C. P. R. representatives as to the Waskada and Hamiota lines is given below:—

CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE MANAGER.

Winnipeg, Nov. 13th, 1899.

Hon. Thos. Greenway,
Premier, Winnipeg.

Dear Sir,—In reply to your letter of the 11th inst. in which you urge the importance of an extension of our Waskada branch, I desire to remind you of the repeated promises that have been made on behalf of your Government that the usual aid of \$1,750 per mile would be granted for the construction of a line of railway into that district; that with those promises before it my company has already completed about 17 miles of its branch line from Deloraine, and I now beg to say that upon their receipt of an assurance from you that the promises referred to shall be given full effect, both as regards the line already constructed and the extension desired, my company will undertake to complete this line to the western boundary of Range 26, Township 2, during the ensuing season.

Yours truly,

(Signed) WILLIAM WYTE,
Manager.

Winnipeg, Dec. 16th, 1899.

Wm. Whyte, Esq.,
Man. Can. Pac. Ry. Co., City.

Dear Mr. Whyte,—I regret that your letter of the 13th of last month, in answer to mine of a day or two before, has remained unanswered so long.

I beg now to repeat what I stated to you recently, when I had the pleasure of a conversation with you on the subject of the extension of your Waskada branch. It was my intention, in view of the promises to which you refer, and my desire to see the line extended to the point mentioned in your letter, to have recommended the usual assistance of \$1,750 per mile for the entire branch, and I am still willing to do anything I can to assist in completing such an arrangement.

Yours faithfully,

(Signed) THOMAS GREENWAY.

Winnipeg, Nov. 17th, 1899.

Hon. Thos. Greenway, M.P.P.,
Premier, Province of Manitoba.

Dear Sir,—Referring to the various conversations which took place between us during the past summer and the understanding which was finally arrived at, that in the event of the Saskatchewan & Western Railway Company constructing, or causing to be constructed, an extension of the railway west from Hamiota for a distance of 20 miles, and the further construction of a piece of line to connect the Saskatchewan & Western Railway with that of the Great North-West Central Railway at Rapid City, your Government would grant the usual aid of \$1,750 per mile.

I have to remind you that the understanding referred to was to have been placed in the form of a contract; and I now beg to point out to you that relying upon the assurances given by you, representing the Government, the Saskatchewan & Western Railway Company has gone on in good faith, and caused to be constructed the portion of railway referred to, and the work is now nearing completion. It is therefore important, in order to protect the interests of all parties, that a contract embodying the understanding should be completed without further delay, and I shall be greatly obliged if you will be kind enough to give the matter your prompt attention.

Yours truly,

(Signed) W. R. BAKER,
Sec. Sas. & West. Ry. Co.

Winnipeg, Dec. 18th, 1899.

W. R. Baker, Esq.,
Sec. Sas. & West. Ry. Co., Winnipeg.

Dear Sir,—Replying to your favor of the 17th ult., I regret that owing to my absence from the city and the attention required by the recent elections the agreement between my Government and your Company has never been put in the form of a contract.

The understanding between your Company and my Government was quite clear, and was, that in the event of your Company constructing, or causing to be constructed, 20 miles of railway westward from Hamiota, and a connecting piece of railway about three miles in length, between your line and that of the Great North-West Central Company at Rapid City, my Government would grant the usual aid of \$1,750 per mile in cash. Your Company has, I understand, acting upon the assurance given to it by my Government, gone on and completed this work in good faith, and the district is now receiving the benefit of railway connection.

Under these circumstances, I feel that notwithstanding the absence of a formal contract, the Government, in my opinion, is bound to carry out the understanding upon which this line is constructed, and I can only say that in the event of legislation for this purpose being introduced by the Government of the day, it will receive my entire support and concurrence.

Yours truly,

(Signed) THOMAS GREENWAY.

In consequence of the mis-statements made by Mr. Greenway and his Government, so conclusively shown, and the silence of the C. P. R. when such were being made, Mr. Macdonald repudiated the transactions altogether and declined to carry out the same, saving the Province no less a sum than \$148,750. One can hardly imagine, in the face of these secret deals and disclosures, that Mr. Greenway, or any member of his then Government, can have the assurance of again presenting himself for public confidence.

C. A. Young's Resignation.

SAYS GREENWAY UNPRINCIPLED, AND DECEIVED THE ELECTORS OF
DELORAINÉ.

Tribune, Jan. 27th., 1900, under caption of "He was no party to the deception practiced in the Waskada Aid—Member ignorant of any promises made the C. P. R. by Greenway," said:—

"Mr. C. A. Young, M.P.P. for Delorainé, was seen by a reporter of the Tribune this morning in connection with the article which appeared in The Morning Telegram relative to a letter received by the President of the Reform Association of Napinka, in which Mr. Young tenders his resignation, on account of exposure of rascalities practiced by the late Government of Manitoba. Ex-Premier Greenway had admitted the charge, and he would not take his seat in the Legislature as a supporter of such an unprincipled Legislator. He stated to the electors of Delorainé that the C. P. R. was building the Waskada Branch without getting the usual aid or the promise of such aid. Greenway had told him and the people this, and he repeated the statements to the public. This was a proved lie, and the ex-Premier had acknowledged it was a base falsehood, that the C. P. R. was to get \$1,750 per mile for the branch. Being elected by such falsehood and deception, he would resign."

"Such conduct as that of Mr. Young is what makes the future of this Province hopeful. His manly act is a rift in the clouds that, for

the time being, have closed over the prospects of the Liberal party in the local Legislature. We cannot have too many such men in our public life, and the electors of this constituency should retain him as their representative against all comers. Mr. Greenway in his dealings with the people has been false, not only to the electors, but in particular to the Liberal party of the Province."

MR. YOUNG'S LETTER TO JOHN RENTON.

Winnipeg, Jan. 20th, 1900.

John Renton, Esq., Deloraine, Man.

Dear Sir,—As I told you when in the city, the promises made by Mr. Greenway, re granting assistance to the Waskada Railway, has placed me in an awkward position with my constituents. At the time of my election I distinctly stated that no aid was to be given this road, and at that time, and till I saw the letters published in The Telegram, I believed such was the case. Consequently I feel that I secured my election under false pretences, and notwithstanding my having done so innocently, I feel it my duty to tender my supporters my resignation. With that end in view I would ask you as President of the Liberal Association to take such steps as you and the other members of the executive think fit, and would suggest that you call a meeting, at which I will endeavor to be present.

There is an awkward feature in connection with this, and that is the fact of my election being protested. It might to some have the appearance of trying to avoid going to the courts, but I can assure you that as far as I am concerned, nothing has been done, either by myself or my friends, contrary to the spirit or letter of the Election Act, and I am not afraid of the consequences of a trial.

Yours truly,

(Signed) C. A. YOUNG.

Greenway's Line to Duluth—A Conception Not Realized—Costly Opinions.

J. D. Cameron, travelling expenses (New York and Chicago).	\$ 630.37
Carter, Hughes & Wright, legal opinions	3,000.00
Clapp & McCartney, legal opinions	514.50
Barwick, Aylesworth & Franks, legal opinions	1,000.00
	<hr/>
	\$5,144.87

A Railroad Retrospect.

The late John Norquay inaugurated the Red River Valley Line.

Mr. Greenway continued the policy of government ownership, until the whole system was sold out to the Northern Pacific at a loss of over \$100,000.00, and the Ryan & Haney liability of \$58,000.00, subsequently paid by Mr. Greenway.

Branch lines of the Northern Pacific and the Canadian Pacific were aided by him to the extent of over three-quarters of a million.

No concession as to rates was secured from the C. P. R., and only a promise from the Northern Pacific that no higher rates would be charged by that road than by the C. P. R.

A line to Duluth was conceived, and ignominiously abandoned, after the expenditure of \$5,000.00 for legal opinions.

Mr. Greenway admitted in his election address in 1899 that his railway policy was a failure, and that he would have to turn elsewhere, if relief was to be afforded.

Fortunately for the Province he was turned out instead, with the result that Mr. Roblin has been able to secure the construction of 700 miles of railway with a lake outlet, and most substantial reductions of rates without the expenditure of a single dollar of the money of the Province.

Greenway, after the expenditure of nearly a million on railroads and procuring no reduction in rates, was willing to expend another million for a ten cent rate on grain. Mr. Roblin is going to secure this result for nothing.

The picture of Mr. Greenway's railroad policy had better be turned to the wall.

Illegal Payment of \$150,000 by Special Warrant *re* Souris Extension.

In 1891 authority was given by Statute to pay the C. P. Ry. Co. \$150,000.00 in this matter, upon the condition that the line should be *completed during the season of 1891.*

For this purpose \$120,000.00 was placed in the 1891 estimates.

The work was not completed in 1891, and the amount stated in the Statute, and estimated to be paid, therefore lapsed.

In 1892 the time for completion was extended until July 1st, 1892, and the amount of subsidy agreed to be paid the railway company, upon the condition that the line should be completed and in operation by the said 1st of July, 1892.

In the same year \$60,000.00 was placed in estimates as follows:—
(Railway Aid) Souris Extension, \$60,000.

The line was not completed until after July—about the end of August. Therefore the provisions contained in the Statute as to the payment to the railway company were nullified and considered inoperative. Likewise the \$60,000.00 voted in the estimates lapsed.

It made no difference, however, to Mr. Greenway; "he and his Council" authorized the issue of a special warrant for the payment of the whole amount of \$150,000.00, and it was accordingly paid.

The Statutes were violated.

The payment when made was entirely unauthorized.

It was illegal.

It was opposed to Parliamentary rules and procedure.

It was unconstitutional.

A gross wrong was perpetrated.

Still Another Illegal Payment of \$100,000.

In 1898 another special warrant was issued. Instead of calling the House together and adopting the constitutional usage of asking the Legislature to vote the supplies necessary for the year, Mr. Greenway and his "star chamber" government, ten days before the opening of the Legislature, placed at their disposal, without the knowledge or sanction of the Legislature, \$100,000, and never reported the fact to the Legislature as required by law.

Mr. Greenway talks of violating the established principles of constitutional government. The whole record of his government adjudges him guilty of the most flagrant violations in this and many other respects.

Railway Taxation.

In addition to aiding railways to the extent of \$1,750 a mile, Mr. Greenway exempted such from all forms of taxation, municipal and otherwise. The present Government changed this policy and imposed a tax on companies for Provincial purposes on all lines not previously exempted from taxation. The revenue derived from the C. P. R. has been as follows:—

1900	\$16,000.00
1901	25,559.65
1902	30,099.14
	<hr/>
	\$71,658.79

And the provision has been made in the case of the Canadian Northern Railway Company, previously exempted from taxation by Mr. Greenway, as above mentioned, that in and after the year 1905 that company shall pay to the Province 2% of its gross earnings. The charge has been made that the imposition of the railway tax by the pres-

In the discussion between the local Government and the Minister of the Interior on November 10th, 1885, the following appears re swamp lands:—

“It was suggested that the same plan be adopted, with regard to their definition, as had been adopted by the United States. In this connection the Revised Statutes of the United States were consulted, and it was agreed between the Minister and the members of the local Government that they would be acceptable to both parties, and that for the purpose of defining the swamp lands the smallest legal subdivision would be one hundred and sixty acres, *and that the means of ascertaining the same would be through a commission of two surveyors, one appointed by the local Government and the other by the Federal Government, and that the best time suited for ascertaining them would be the month of June.*”

This agreement is being violated by the Dominion Government, who appoint the Commissioners at the expense of the Province, without the consent of or consultation with the local Government.

The Province has no voice in the matter; simply made to pay the piper.

SWAMP LANDS.

SELECTIONS, TRANSFERS AND COST OF INSPECTIONS.

Selections made by Messrs. Wagner and Crawford.

Year Selected.	No. of Acres Inspected and Reported On.	No. of Acres Transferred.	Date of Transfer.	Cost of Inspection.	When Charged.
1886	52,920.00	52,920.00	April, 1888	\$ 4,984.53 6,034.02 4,504.02 6,076.11	July, 1887
1887	68,960.00	60,620.00	June, 1888		Jan. and July, 1895
1888	61,120.00	36,479.00	Dec., 1891		Jan., 1889
1889	48,920.00	43,800.00	Aug., 1891		" 1890
1890	69,320.00	61,835.41	" 1891		
1891	85,680.00	69,680.00	April, 1893	19,333.23	July, 1894
1892	17,240.00	13,050.00	Oct., 1893		
1893	59,440.00	53,520.19	" 1896		
1894	85,940.00	50,602.72	" 1895		
1895-6	353,336.00	124,210.09	Oct. and Dec., 1896		
1895-6	221,406.60	137,016.75	Nov., 1896	24,635.88	" 1896
1898	152,065.39	151,985.39	April, 1897	5,902.50	Jan., 1897
	3,120.00	3,120.00	June, 1898	6,661.54	" 1898
		48,470.00	May, 1900		
	1,279,497.99	907,309.55		\$78,131.83	

Selections made by Messrs. Ducker and Jukes.

1899	167,738.06	148,811.39	Dec., 1899	\$ 8,261.85	July, 1900
1900	156,315.79	20,744.01		33,600.56	Jan. and July, 1902
	324,053.85	169,555.40		\$41,862.41	

FACTS DISCLOSED BY THE FOREGOING STATEMENT.

That 1,603,551.84 acres have been selected as swamp lands properly transferable to the Province, and but 1,076,864.95 acres have been, in fact, transferred; a difference of about 526,686.89 acres kept back.

Cost of inspections, Wagner & Crawford 8½¢ per acre
 Cost of inspections, Ducker & Jukes 15 ¢ per acre

No lands were transferred during the years 1901 and 1902.

For the past two years; that is, 1901 and 1902, the services of Messrs. Ducker and Jukes have been supplemented by two other commissioners (Messrs. Martin and Maedonell); it is difficult to estimate what the cost will be when the accounts for the years referred to are known.

The cost of inspections is probably as follows:—

Commissioners, each	\$10.00 per day
Two laborers, each Commissioner	1.00 “
Cook for each Commissioner	1.25 “
Horse and buckboard for each Commissioner	2.00 “
Horse and cart for each Commissioner	1.00 “
Groceries, provisions, etc.	

The above would figure out as follows:—

Four Commissioners, \$10.00 per day each	\$40.00
Eight laborers, \$1.00 per day each	8.00
Four horses and buckboards, \$2.00 per day each	8.00
Four horses and carts, \$1.00 per day each	4.00
Four cooks, \$1.25 per day each	5.00
Provisions, supplies, etc., say per day	20.00
	<hr/>
	\$85.00

or \$2,550 per month—\$30,600 per year.

Legislation Accomplishments of Roblin Government.

A fair and impartial Election Act.
 Taxation of corporations.
 Taxation of railways.
 Protection of factory employees.
 Further protection of game.
 A revision and consolidation of the “Real Property Act.”
 Further protection of mechanics’ liens.
 Free books and maps in the schools.
 Normal Schools.

Agricultural College.

Priority of wages of laborers on crops.

A vigorous railway legislation, affording branch lines and extensions to needed sections, and substantial reductions in freight and passenger rates.

Some Law Costs Paid by Greenway.

Barwick, et al.	\$ 2,000.00
Carter, Hughes & Dwight	3,000.00
C. Robinson	1,000.00
Freshfield & Williams	10,613.74
Clapp & McCartney	514.50
McCarthy & Osler	10,000.93
D. A. McDonald	590.40
Smith Curtis	167.50
A. M. Peterson	5,647.85
F. C. Wade	3,271.40
Ghent Davis	2,614.94
Ewart, Wilson, et al.	2,640.13
Henderson & Matheson	1,202.08
Gormully & Sinclair	1,542.91
Hough & Campbell	1,571.40
R. M. Matheson	1,375.54
	<hr/>
	\$47,753.32

The foregoing are but isolated samples. The Public Accounts in the time of Mr. Greenway's regime fairly bristle with "good things" for the lawyers.

Land Titles Offices - Comparative Statement for Years 1899 and 1902.

Year.	Expenditure.	Revenue.	Excess Revenue.
1899	\$44,723.41	\$ 65,785.89	\$21,062.48
1902	71,017.81	119,510.57	48,492.76

The foregoing shows that while the expenditure in 1902 increased 60%, the revenue increased 90%, or, in 1899, the revenue exceeded the expenditure by 50%, and in 1902 by 65%, or an increase of 15% in favor of the Roblin Government.

Comparative Salaries, 1899-1902.

Service.	1899.	1902.
Legislation	\$ 4,677.40	\$ 6,117.65
Audit Office	2,393.33	2,700.00
Library	1,820.00	2,100.00
Treasury Department	2,100.00	3,000.00
Provincial Secretary's Department	5,580.00	5,580.00
Education Department	3,236.00	3,653.50
Agriculture Department	5,500.00	5,800.00
Attorney-General's Department	6,550.00	6,420.00
Public Works Department	5,700.00	9,420.00
Railway Commissioner	2,116.01	450.00
Municipal Commissioner	1,500.00	1,855.00
Land Titles Office, Winnipeg	20,342.50	22,891.15
Land Titles Office, Portage la Prairie	8,610.00	8,695.00
Land Titles Office, Brandon	6,000.00	6,628.20
Land Titles Office, Morden	6,690.00	6,000.00
King's Bench	13,650.00	13,685.00
County Courts	5,020.00	4,500.00
Police Magistrates	3,216.50	3,375.00
Police	3,000.00	5,016.70
License	1,800.00	1,800.00
Gaols	8,560.00	8,900.00
Gen. Employees Public Works	5,740.15	7,818.90
Court House, Winnipeg	1,841.20	2,198.82
Court House, Brandon	480.00	480.00
Court House, Portage la Prairie	360.00	360.00
Caretaking, Land Titles Offices	960.00	740.00
Asylum, Selkirk	12,880.00	14,773.45
Asylum, Brandon	12,136.72	14,948.25
Deaf and Dumb Institute	5,440.00	6,917.50
Home for Incurables	6,706.30	7,400.00
	<hr/> \$164,606.11	<hr/> \$184,224.12

The revenue of Greenway Government in 1899 was.....\$ 776,233.85

The revenue of Roblin Government in 1902 was..... 1,443,255.96

The Greenway Government therefore expended for salaries over 21%, or more than one-fifth of its income.

The Roblin Government therefore expended for salaries a trifle over 12%, or about one-seventh of the income.

Note.—This is the only fair way of comparing the cost of running the machine. The increase in revenue in 1902 over 1899 shows that the business of the Province has expanded. Apply the principle to an increasing mercantile business. As it increases, so must, necessarily, the cost of operating it, and it is only essential to success that this should be maintained at a reasonable percentage.

STATEMENT OF SPECIAL WARRANTS ISSUED BY GREENWAY GOVERNMENT.

Date.	Year.	Department.	Object.	Amount.	Order-in-Council.
Nov. 7th	1891	Public Works	Furnishings, D. & D. Institute	\$ 500.00	3830
Dec. 31st	1891	"	Repairs to "	1,087.37	3898
Aug. 15th	1892	Agriculture and Immigration	Suppression of small-pox	5,000.00	4123
" 18th	1892	Railway Commissioner	Aid to C.P.R. to Souris coal fields	150,000.00	4128
Sept. 9th	1892	Agriculture and Immigration	Assistance to Immigration	10,000.00	4149
" 9th	1892	Executive Council	Expenses of elections	7,500.00	4150
Nov. 4th	1892	"	"	1,200.00	4208
" 11th	1892	Public Works	" receiving Ins. patients	3,500.00	4218
July 14th	1893	"	Repairs, Emerson and Morris bridge	1,500.00	4490
Aug. 14th	1893	Provincial Lands	Selecting M. & N.W. lands	2,100.00	4509
Dec. 1st	1893	Agriculture and Immigration	Immigration liabilities	3,500.00	4598
May 16th	1894	Railway Commissioner	Inspecting M. & S.E. Ry. lands	1,500.00	4703
Nov. 3rd	1894	Attorney General	Defence of "School Case"	3,500.00	4911
" 17th	1894	Agriculture and Immigration	Expenses 1/2 Russian thistles, etc	2,500.00	4927
Dec. 20th	1894	Attorney General	Administration of justice	3,000.00	4946
July 19th	1895	"	Counsel fees, School Case	2,600.00	5131
Oct. 5th	1895	Education	Public School grants	10,000.00	5159
" 5th	1895	Agriculture and Immigration	Brandon Agricultural Society	500.00	5190
Dec. 16th	1895	Public Works	Public Works and Government House	8,000.00	5271
Sept. 11th	1896	Agriculture and Immigration	Immigration purposes	5,000.00	5505
Oct. 8th	1896	Public Works	Heating E.J.D. Gao.	350.00	5533
Dec. 9th	1895	Education	Grants to Public Schools	10,000.00	5595

STATEMENT OF SPECIAL WARRANTS ISSUED BY GREENWAY GOVERNMENT.—*Continued.*

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Date.	Year.	Department.	Object.	Amount.	Order-in-Council.
Jan. 30th	1897	Agriculture and Immigration .	Donation to Indian Relief Fund.....	\$ 2,000.00	5654
April 28th	1897	Attorney General	Surveying "Old Trails," etc.	4,600.00	5730
July 7th	1897	Public Works	Spring flood and Jubilee expenses . . .	2,221.85	5794
Nov. 19th	1897	Agriculture and Immigration .	Relief for prairie fires.....	8,000.00	5886
Feb. 22nd	1898	Provincial Treasurer.....	Increase to Supply Bill.....	100,000.00	5984
July 27th	1898	Attorney General	Balance of E. D. Carey's salary.....	833.34	6138
Oct. 11th	1898	Public Works	Aid for bridges and Col. roads.....	8,000.00	6212
Nov. 3rd	1898	Provincial Treasurer.....	Relief, New Westminster fire.....	1,000.00	6236
" 16th	1898	Public Works	Selkirk Asylum and D. & D. Institute.	4,000.00	6238
Dec. 7th	1898	"	Aid to Municipalities	5,000.00	6253
Ang. 10th	1899	Executive Council.....	Preparing Voters' Lists.....	10,000.00	6537
" 23rd	1899	Railway Commissioner	Selecting M. & N. W. lands	3,500.00	6539
Sept. 8th	1899	Public Works	New boilers at Government b'l'd'gs, etc	4,000.00	6562
" 16th	1899	Legislation.....	Salaries for protracted session.....	277.40	6565
Oct. 20th	1899	Executive Council.....	Preparing Voters' Lists.....	3,000.00	6589
Nov. 2nd	1899	Attorney General	Magistrates salaries, etc.	343.75	6600
" 25th	1899	Agriculture and Immigration .	Relief, prairie fires, 1899.....	3,000.00	6627
Dec. 6th	1899	Executive Council.....	General Elections in 1899.....	20,000.00	8634
" 30th	1899	Treasury	Canadian Contingent Fund.....	350.00	6640
				\$413,263.71	

Government Expenditures.

Mr. Greenway, speaking at Brandon on the 7th May, 1903, said:—

"He had showed that the present Government had expended over \$200,000 a year more than had the Greenway Government. He had also shown that they had expended in one year for civil government alone, \$75,000 more than the Liberal Government had."

It is a fact that the present Government has been able, while maintaining a surplus, to expend more than the Greenway Government, and it is most creditable and gratifying that it is so.

For instance, among the items of increases complained of by Mr. Greenway, are the following:—

Annual increase grants to schools	\$52,084.66
Annual increase grants to hospitals, charities and farmers' instituted	17,299.33

FURTHER EXAMPLES.

Greenway Government paid to schools in 1897-98-99	\$530,120.93
Roblin Government paid to schools in 1900-01-02	686,393.92

A difference in favor of the latter of \$156,263.99

In comparison to revenue the Roblin Government expended for schools 24%, while the Greenway Government expended but 13½%.

For 1903 it is estimated to expend \$620,002.05 as grants to schools, etc., or 44% of the entire revenue.

As the public grants by the Government increased, so has the revenue. How?

By levying a tax on corporations and railways, which Greenway allowed to go free. In the years 1900, 1901, 1902, \$154,584.33 was derived from this source. \$231,000 was also exacted from the Dominion Government, wrongfully retained re School Lands Fund.

Certainly the expenditures have increased, and will increase, if devoted to proper objects, as they have been. The event is one for congratulation, rather than complaint.

PUBLIC INSTITUTIONS.

COMPARATIVE STATEMENT SHOWING INCREASED NUMBER OF PATIENTS (1899-1902) AND COST OF MAINTENANCE.

Average Number of Patients.

Institution.	1899	1902	Increase, 1902 over 1899.
Selkirk Asylum.....	174	198	24
Brandon ".....	202	266	64
Home for Incurables.....	100	130	30
D. and D. Institute	56	75	19
Total.....	532	669	137

Maintenance.

Institution.	1899			1902		
	Maintenance.	Revenue.	Net Cost.	Maintenance.	Revenue.	Net Cost.
Selkirk Asylum	\$35,811.00	\$ 6,445.65	\$29,365.35	\$40,307.00	\$ 4,578.92	\$35,728.08
Brandon "	38,864.00	38,849.75	14.25	48,406.00	47,141.44	1,264.56
Home for Incurables.....	15,562.00	904.60	14,657.40	19,674.00	825.47	18,848.53
D. and D. Institute	12,426.00	960.00	11,466.00	17,400.00	5,442.15	11,957.85
	\$102,663.00	\$47,160.00	\$55,503.00	\$125,787.00	\$57,987.98	\$67,799.02

Prohibition Vote.

1892.	Number on lists, 44,573.	
	Vote for	18,637
	Against	7,115
	Majority for	<u>11,522</u>
1898.	Number on lists, 49,304.	
	Vote for	12,367
	Against	2,955
	Majority for	<u>9,412</u>
1902.	Number on lists, 74,477.	
	Vote against	22,464
	For	15,607
	Majority against	<u>6,857</u>

RESULT 1902.

(a).	Total number of affirmative answers putting prohibition in force	15,607
(b).	Total number of negative answers	22,464
	Total vote	<u>38,071</u>
(c).	Total number of persons entitled to vote	74,477

NECESSARY TO CARRY.

1.	45% of the total number of all persons referred to in para- graph (c)	33,514
2.	60% of all such persons entitled to vote	44,686
	And 60% of those voting	22,842
3.	62½% of all	23,794

SHORT.

Short on 1	17,907
Short on 2	7,235
Short on 3	<u>8,187</u>

School Lands Fund.

Through the efforts of the Roblin Government, the Dominion Government paid over to the Province in 1902 the amount to the credit of the fund, representing interest on deferred payments, timber dues, hay permits, rentals, etc.

Amount \$231,001.00

The Greenway Government were unsuccessful in this matter for years. The present Government memorialized the Imperial Privy Council and the Dominion Government were forced to do justice to the Province in the premises.

Free School Books Given by the Roblin Government.

THIS IS PART OF WHAT THE ROBLIN GOVERNMENT GIVES THE PEOPLE IN
THE MATTER OF EDUCATIONAL FACILITIES.

It is most gratifying that the present Government, owing to increased receipts, and by economical administration, has been able to provide *free* improved text books for use up to standard four in the public schools. For some time the Education Department has been busy in issuing these books, and in a number of rural schools they are already in use. In Winnipeg they are already in use, and have replaced the old books. The books are paid for by the Provincial Department of Education, and issued free to the several school districts throughout the Province. A great saving has been effected by providing these books. By purchasing quantities direct from the manufacturers the Department secures the reduction of 30 or 40%. The following are the prices of the first three readers:—

	Old Price.	Present Price.
Primer	25c	15c
First Reader	25c	15c
Second Reader	35c	21c

In quality, the books now being furnished by the Government are a wonderful contrast to those previously in use as regards strength of covers, binding, paper, type, printing, and in the illustrations embodied therein. All the books have strong durable cloth covers, and the binding is particularly of the best. The type is particularly clear and wider than the present readers, making the reading of the books a much more pleasant occupation, and relieves the strain upon the eyes of the pupils—

a most important consideration. The result accomplished by the present Government by the introduction of free text books was not without difficulty.

The Greenway Government, it appears, had promised the publishers of the old series that no change would be made for ten years. For ten years educational process was to be at a standstill in that respect. Whatever newer and better books might be at hand; whatever additional advantages might be possible, were not to be given to the pupils in Manitoba schools. Under agreement referred to, the new books could not be used in our schools. Fortunately the present Government discovered that the agreement had never been authorized by the Legislature, and was, therefore, not legally binding on the Province. In other words, it was one of Mr. Greenway's secret contracts whereby the publishers endeavored, ably assisted by the Free Press, to hold the Government to the agreement.

The present Government, however, was determined to have better books, and they succeeded in bringing the publishers to terms in securing the present series.

Ryan and Haney Deal.

By an agreement dated the 29th of June, 1887, Hon. Mr. Norquay, then Railway Commissioner of the Province of Manitoba, contracted with Hugh Ryan and Michael J. Haney, to build the Red River Valley Railway, from the International boundary line to the City of Winnipeg, south of the Assiniboine River. On October 1st, 1887, Messrs. Ryan and Haney notified the Chief Engineer of the Red River Valley Railway that the works had been stopped in pursuance of the terms of the contract, which provided that in case of the failure of the Government to pay the amount of any estimate the contractors should have the right to stop the works, and should then be entitled to be paid all proper damage caused by or arising out of such stoppage, together with the deposit made at the time of the tender for the said works and the value of the works then done and material furnished. The contractors claimed that in this agreement they were entitled, not only to the actual expenditure made by them, but to the prospective profit on the work in case they had carried it to completion. The contention was not assented to by the Government of the day, and the matter was referred to arbitration, Messrs. C. J. Brydges, W. D. Barclay and W. R. Mulock acting as arbitrators. The first two named awarded to Messrs. Ryan and Haney the sum of \$58,804.46 in full satisfaction and as a final determination of the several matters in difference referred to the arbitrators. Mr. Mulock refused to concur with Messrs. Brydges and Barclay in this award. The Government, considering that the award was excessive, referred the matter to Dalton McCarthy for his opinion, and he gave as his opinion, that after giving the subject the best consideration in his power, that the arbitrators erroneously assumed jurisdiction to

themselves in awarding the damages arising from the alleged prospective profits. Mr. J. J. Gormully, of Ottawa, whose opinion was also asked on the question, gave as his opinion that if claims were made under the tonnage clause in the contract for prospective profits, and such were entertained by the arbitrators, that would be an excess of jurisdiction in the arbitrators. The Government of the day, which secured these opinions, declined to accept the award of the arbitrators, and referred to Mr. Alexander Stewart, the Chief Engineer of the railway, acting for the Government, the question as to how much the Government was indebted to Messrs. Ryan and Haney, on account of their contract for the construction of the Red River Valley Railway, apart from the question of the payment of the whole award, which was in dispute between Messrs. Ryan and Haney and the Government. Mr. Stewart reported that evidence was given before the arbitrators which enabled him to state that the sum of \$14,175.64 should be paid to Ryan and Haney, which amount was subsequently paid on the understanding that neither the payment by the Government nor the receipt of the contractors should have any effect whatever upon the question as to the liability of the Government to pay the amount awarded against them by the arbitrators in favor of Messrs. Ryan and Haney, but that in case the Government became compelled, or should decide thereafter to pay the whole or any part of the award, then the \$14,175.64 should be deducted from such payment. This payment was made by the Government through the Hon. Joseph Martin, Railway Commissioner, on the 16th of February, 1889. On April the 22nd, 1892, Messrs. Ryan and Haney addressed the Government asking for payment of the balance, which they claim to be due to them, alleging that the railway was sold subsequently by the Government to a railway company at a price to cover the entire cost, including the full amount of the award in their favor, this, in their opinion, clearly established the fact that the money was justly due to them. By an order-in-council, dated May 17th, 1892, the Government agreed to make an offer to Messrs. Ryan and Haney of the sum of \$45,000 in full settlement of their claim, which, with interest, amounted to \$57,576.50 at that date, after deducting the money paid in February, 1889. On the 5th day of December, 1892, the Railway Commissioner reported that he had offered Messrs. Ryan and Haney the \$45,000 in accordance with the above mentioned authority, and that on the 29th day of December Messrs. Ryan and Haney signified to him their acceptance of the same in full of their claims, and the money was paid over on or about the 2nd of May, 1893.

Copy of letter, Mr. Jos. Martin to Hugh Ryan, 20th April, 1889.

Sir,—

On the 16th of February I sent you Provincial cheque for \$14,163.20, in connection of the amount claimed by you against this Government. I have never received acknowledgment of this cheque. Did you get it? Of course, you understand that we do not propose to

pay any more than that amount, and are quite willing that you should file the petition of right against us. I have, etc.

(Signed) JOSEPH MARTIN,

Railway Commissioner.

DALTON M'CARTHY'S OPINION.

"It is evident, in my opinion, that they (Ryan and Haney) have obtained an award for an amount beyond that, which, under the terms of their contract, they were entitled. Had the work been stopped by the Government, the contractors would, no doubt, have had a right to recover as damages the profits which they might have made, if they had been permitted to complete their contract, *but under the circumstances stated, they had no such claim.*"

Free Press, June 28th, 1892, Mr. Greenway's organ—"All things are ready"—said:

"This Ryan & Haney \$50,000 vote is one of the blackest and most corrupt acts ever perpetrated. Some \$58,000 has been as good as stolen from the people of the Province to the end that the Greenway Government—the robbers themselves—be continued in power."

An Example of Departmental Administration Under Greenway and Roblin Governments.

DEPARTMENT OF PROVINCIAL SECRETARY.

Greenway Government, 1897-8-9:—

Revenue	\$16,648.87
Expenditure	21,101.34
	<hr/>
A deficit of	\$6,452.47

Roblin Government, 1900-1-2:—

Revenue	\$26,436.24
Expenditure	21,682.26
	<hr/>
A surplus of	\$4,753.98

Manitoba and North-Western Railway Deal.

1885. Principal of debentures	\$ 787,426.67
Annual interest at 5%	\$ 39,371.33
Commission	196.85
	<hr/> 39,568.18
Land warrants hypothecated with	
Government as security	\$789,120.00
Located on lands, etc.	86,560.00
Held by Government on date of agree- ment with Company May 9th, 1899	<hr/> 702,560.00

Agreement between Company and Government, May 9th, 1899, provided for the release of 160,000 acres and retention by Government of 542,560 acres, making a total of 762,560 acres. Agreement states that on May 9th, 1899, there was unpaid for principal and interest *re* debentures \$1,221,000.00, and that the Company had the right to redeem same, under Order-in-Council of March 6th, 1886, by paying to Government at the rate of \$1.00 per acre and accrued interest thereon, which, on May 9th, 1899, amounted to, it is stated, in the agreement referred to, \$1.72 per acre. There is no record of such a statement in the Treasury Department. It was evidently prepared by the Railway Company or someone interested on its behalf. Mr. Ptolemy, chief clerk of the Treasury Department, says that the following statement prepared by him shows, in fact, the actual amount outstanding on May 9th, 1899, viz.:—

Debentures	\$787,426.67
Balance of interest paid on debentures with compound interest	463,466.62
Balance, land grant selection account, with simple interest to May 9th, 1899	8,776.67
3% gross earnings unpaid and rent of box cars, with interest to May 9th, 1899	7,244.77
	<hr/> \$1,266,914.73
A difference between the amount stated in the agreement of May 9th, 1899, of	45,914.73

The provisions of the Order-in-Council of March, 1886, as to the right of the Company to release lands by paying to the Government \$1.00 per acre and accrued interest, is correctly stated, but no allusion was made to the Act of 1890, which provided that, in the event of the

provisions therein contained not being complied with, the Order-in-Council of March, 1886, could be annulled and declared void.

What were the provisions of the 1890 Act?

1st. That the Company would do their best to procure the endorsement of the land warrants by the Dominion Government, with an agreement on the part of that Government that the Province might, at any time, select and have transferred to it lands to the amount mentioned in the warrants.

2nd. That the Company would furnish to the Government monthly statements of all patents issued to the Company.

3rd. That no more than 5,000 acres be patented to the Company in any month, without the consent of the Provincial Government.

4th. That, in the event of this agreement not being carried out, the Dominion would carry out the provisions of the Railway Act and act without the consent of the Company.

5th. That, within six weeks from March 1st, 1890, the Company would pay or satisfactorily secure to the Provincial Government all arrears of interest and compound interest upon the same, and the half-yearly interest upon the bonds as such matured.

6th. Would hand over to the Government one-half of the proceeds of lands earned *re* the construction of the line east of Langenburg.

7th. Would hand over to the Government one-half of the proceeds of all lands sold after the passing of the Railway Aid Act, upon receipt of which the Provincial Government would release one acre of land for every dollar and accrued interest paid.

8th. That the Company would arrange at once for the selection of lands to cover the advance *re* Saskatchewan and Western Railway and Shell River Branch to the satisfaction of the Government.

9th. That the Company would not sell any lands at less than \$2.00 per acre without the consent of the Government.

Neither the spirit nor the letter of this agreement was carried out by the Company. Mr. Ptolemy states that the Company did pay into the Government certain amounts representing compound interest to reconp the half-yearly interest coupons paid, but at the date of the agreement of 9th May, 1899, the Company was largely in arrears with respect to payment of interest by the Government.

The true fact, therefore, is that the Company, on the date of this agreement of May 9th, 1899, was in default with respect to the performance of their agreement of March, 1890, and subject, as in the latter agreement provided, to have the Order-in-Council of March, 1886, cancelled, or were in the position of mortgagors in default, and the Government could have instituted proceedings to gain possession and control of the land grant of the Company.

The final settlement agreement between the Company and the Government was, in fact, a presentation to a Company in default of 160,000 acres of land, at \$2.43 per acre, or \$368,800.

Another peculiar anomaly is, that notwithstanding an agreement (November, 1885) by which the Company agreed to pay the 10c. per acre survey fee of the lands forming the land grant, this charge was unloaded on the Government, with respect to the lands retained by the Government under the agreement of May, 1889, viz., on 542,560 acres, amounting to \$54,256.

The standing of the Debenture Account, as on the due date, July 1st, 1910, will be as follows:—

Principal	\$787,426.67
Interest due May 9th, 1899, with interest to July 1st, 1910, \$479,488.06, at 5%, compounded for 11 years	820,221.58
Annual interest to be paid for 11½ years, compounded..	595,750.00
Approximate cost of management	16,598.85
Total	\$2,220,000.00
Cost per acre on 542,560 acres	4.10
Survey fee .. . . .	.10
	\$4.20

The M. & N. lands controlled by the Government sold in 1901 at a trifle over \$3.00 per acre, and in 1902 the price advanced to \$4.00 per acre, so that the lands will require to net probably \$3.00 per acre, to let the Province out without loss.

However, when the agreement of 9th May, 1900, was entered into, there was practically no sale of lands in the Province sufficient to base an estimate upon of what the M. & N. lands would be worth one, two or three or more years thereafter.

The result of the whole transaction is, that the Company or its assignees have pocketed 160,000 acres at the selling price of \$4.00 per acre, or \$640,000, and left the Government a liability of two and a quarter millions to provide for out of 542,560 acres of land encumbered to the extent of 10c. per acre and cost of management.

Statutory Authority for Present Government Using Proceeds of Sale of M. and N. Lands.

Opponents of the present Government are loud in exclamations as to the proceeds of the sale of those lands being diverted to pay current and arrears of interest on the bonds, although the Greenway Govern-

ment did precisely the same thing, only with this difference, the present Government has authority for so doing and the Greenway Government had not. This, however, is a small detail, from a Greenway standpoint. The true standing of the account on March 27th, 1903, last, certified to by the chief clerk of the Treasury Department, shows that the Government has paid out over \$100,000 more than has, up to the present time, been realized out of the sale of these lands.

COPY OF ACT.

Chapter 43.—An Act to declare certain Lands, now vested in or that may hereafter be acquired by Her Majesty or the Government of Manitoba, Provincial Lands and for other purposes.

[Assented to June 1st, 1900.]

HER MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Manitoba, enacts as follows:—

1. All real property of whatsoever nature or kind, and wheresoever situate, and all the estate therein, heretofore vested in or that may be hereafter acquired by Her Majesty or the Government of Manitoba, with respect to—

(a) Half Breed mortgages and investments;

(b) Under a certain agreement made and entered into between Her Majesty the Queen, of the first part, and The Manitoba and North-Western Railway Company, of the second part, and The Saskatchewan and Western Railway Company, of the third part, bearing date the 9th day of May, A.D. 1899;

(c) Under the provisions of sub-section (4) of section 1 of Chapter 43 of 61 Victoria, being "An Act respecting Aid to Railways,"

shall be treated as and deemed to be Provincial Lands.

2. All such real property aforesaid shall be subject to the like administration, and to be dealt with and disposed of in the same manner, as other lands of the Province are required to be administered, dealt with and disposed of under "The Provincial Lands Act" and amending Acts.

3. The proceeds realized from the disposition of such lands shall from time to time be placed to the credit and form part of the Consolidated Revenue Fund of the Province.

4. This Act shall come into force on the day it is assented to.

**Statutory Authority for Using Land Titles Assurance Fund for
Erection of Land Titles Offices.**

From Real Property Act, 1902.

“(1) The said fund shall be held by the Provincial Treasurer as trust moneys and may be invested from time to time in such securities as other trust funds of the Province may be invested in, or may be utilized by direction of the Lieutenant-Governor-in-Council for the erection of buildings to be used as Land Titles Offices.”

Thus another bubble is punctured!

Statutory Authority for Normal Schools.

From Education Department Act, R.S.M. 1902, Chapter 51.

1. There shall be a Department of Education, which shall consist of the Executive Council, or a committee thereof appointed by the Lieutenant-Governor-in-Council.

2. The Department of Education shall have power—

(a) To appoint inspectors of High and Public Schools, teachers in Provincial Model and Normal Schools, and Directors of Teachers' Institutes;

(b) To fix the salaries of all inspectors, examiners, Normal and Model School teachers and other officials of the Department;

(c) To prescribe forms for school registers and reports to the Department;

(d) To provide for Provincial Model and Normal schools;

(e) To arrange for the proper examination and grading of teachers and the granting and cancelling of certificates. Certificates obtained outside the Province may be recognized instead of an examination;

(f) To prescribe the length of vacations and the number of teaching days in the year.

The Hudson's Bay Railway—256,000 Acres Land Grant.

As is well known this was the extent of the land grant to be handed over to and held by the Government of Manitoba as security for the bonds issued with respect to the forty miles partially completed. When the Greenway Government assumed office, the matter of the Dominion Government handing over the land grant was still in *statu*

quo. The Dominion Government was asked what work would be necessary in order to put the forty miles in such condition as would entitle the Government of Manitoba to the land grant; and although the Greenway Government was informed that the sum necessary was \$25,000, and the fact that at several sittings of the Legislature the necessary amount to do the work was voted, no action was taken. Thus the matter stood until 1898. In the meantime the H. B. Ry. charter and franchises were acquired by the Lake Manitoba Railway and Canal Co. (now the Canadian Northern). On the 13th May, 1898, this Company entered into a contract with the Government for the construction of a line from Sifton north-westerly to the Saskatchewan. In this contract the following clause appears as to the H. B. Railway land grant:—

“ 20. The Company further expressly agrees with the Government that the Company will from and out of any land grant that may be earned in respect of the portion of the line of railway herein agreed to be aided cause to be assigned or transferred to the Government all the right, title and interest in and right to patents for two hundred and fifty-six thousand acres of land in the Province of Manitoba, which shall be fairly fit for settlement, a portion of such land grant to be selected therefrom by the Government by alternate odd-numbered sections in the odd-numbered townships and odd-numbered ranges, commencing at the south-eastern odd-numbered township of such land grant, thence westerly along the southern tier of townships, thence easterly along the third tier of townships, and so on northward, until the said two hundred and fifty-six thousand acres, fairly fit for settlement, have been selected, but not to include any portion of the original land grant to the Company, as scheduled by Order-in-Council bearing date the 6th day of June, 1892, or any lands sold in the ordinary course of business to intending or actual settlers, and such land grant when transferred to the Government shall be accepted by the Government in satisfaction of any claim which the Government may have against the Winnipeg and Hudson's Bay Railway and Steamship Company, or the Winnipeg Great Northern Railway, or against the property and assets of such Companies, or either of them, or shall, at the request of the contractors, assign to the contractors, or to whom they may appoint, the claim and demand of the Province of Manitoba as against the said Railway Companies or either of them in this clause mentioned and any security held in respect thereof, *and it is herein agreed that, as to the part of the Company's line beyond the said eighty miles, the guarantee in this contract provided for shall not, if so decided by the Government, come into force until the Company have satisfied the Government that by the construction of the line of railway hereby agreed to be aided such land grant shall be earned, and that the Company shall be in such a position on said line being built to assign and transfer the same as above mentioned.*”

Attention is requested to the latter provision, which is, that the guarantee of the Company's bonds beyond the extent of eighty miles should not be guaranteed until the Company was in a position to hand

over to the Government the land grant referred to. Mr. Greenway, however, paid no attention to this and handed over bonds covering a distance largely in excess of the first eighty miles. Thus the matter stood when the present Government assumed office, and now, forsooth, because of Mr. Greenway's default in procuring the land grant before handing over to the Railway Company any guarantee bonds beyond eighty miles of the Sifton north-westerly extension, and the fact that a large portion of the lands are unsurveyed and cannot be selected, the present Government is blameable. The contention is childish and absurd. Mr. Greenway knows better, and is endeavoring to deceive the public. The following extract from Mr. Davidson's report as Provincial Lands Commissioner in 1901, will further explain the true position of the matter:—

“Under the terms of the contract between the Manitoba Government and the Lake Manitoba Railway and Canal Company, dated the 13th day of May, 1898, the Company agrees “to transfer to the Government all their right, title and interest in and right to patents for 256,000 acres of land in the Province of Manitoba which shall be fairly fit for settlement, a portion of such land grant to be selected therefrom by the Government by alternate odd-numbered sections in the odd-numbered townships and odd-numbered ranges, commencing at the south-eastern odd-numbered township of such land grant, thence westerly along the southern tier of townships, thence easterly along the third tier of townships of said land grant, thence westerly along the fifth tier of townships, and so on northward until the said two hundred and fifty-six thousand acres of land, fairly fit for settlement, have been selected, but not to include any portion of the original land grant to the Company as scheduled by Order-in-Council bearing date the 6th day of June, 1892, or any land sold in the ordinary course of business to intending or actual settlers, and such lands, when transferred to the Government, shall be accepted by the Government in satisfaction of any claim which the Government may have against the Winnipeg and Hudson's Bay Railway and Steamship Company or the Winnipeg Great Northern Railway Company, or against the property and assets of such Companies or either of them.”

“During the past season two parties were sent out to select lands under the above agreement, but only a very small area (less than 14,000 acres) were selected. The greater portion of the grant in which the Inspectors were permitted to work was found to be almost valueless.”

“The conditions under which selections are to be made from the Canadian Northern land grant are most arbitrary and prejudicial to the interests of the Government of Manitoba, as a careful reading of same and a study of the accompanying map will plainly show. The work of inspection, for the purpose of selecting lands, must commence at the south-eastern odd-numbered township and odd-numbered range and proceed westerly along the southern tier of townships, thence east-

erly along the third tier, thence westerly along the fifth tier of townships, and so on northward until the 256,000 acres of land have been selected. Now, as the greater portion of the land grant in which the Government is allowed to select lands is unsurveyed, the work of inspection is blocked, and cannot be completed until a survey of these townships has been made. The injustice and injury to the Province lies in the fact that the Government inspectors are held back, because of this stricture, from inspecting lands situated further north in the land grant, which are known to be very much superior in quality, and which are being rapidly disposed of by the Canadian Northern Railway Company. The Provincial Lands Commissioner pointed out to Mr. Wm. Mackenzie the injustice that would be done the Province unless the inspectors were allowed to go on and select lands in any of the surveyed townships in Manitoba, and Mr. Mackenzie's reply, as contained in his letter to the Provincial Lands Commissioner, dated the 29th of August, 1900, reads as follows: "In pursuance of our conversation and understanding come to in reference to the selection of the lands under the contract of May 13th, 1898, between the Company and the Government of Manitoba, under which the Government are entitled to 256,000 acres of the Company's land grant, the Company is willing that the Government of Manitoba shall make the selection as provided for under the said contract, and when they proceed to a point where they meet an unsurveyed township, eight sections of land shall be computed for said township, the section of which shall be held in abeyance until such time as said township is surveyed."

Agricultural College.

The Greenway Government when personally interested was practical in performance; when the public was concerned theory and inaction was its dominating characteristic.

For several years the establishment of a college, wherein practical and scientific agriculture could be imparted, has been strongly urged. Such a course was favored in the Conservative platform in 1899, and action has been taken by the present Government in the matter, and in the near future an institution of the kind named will be an accomplished fact.

VERITAS VINCIT.

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